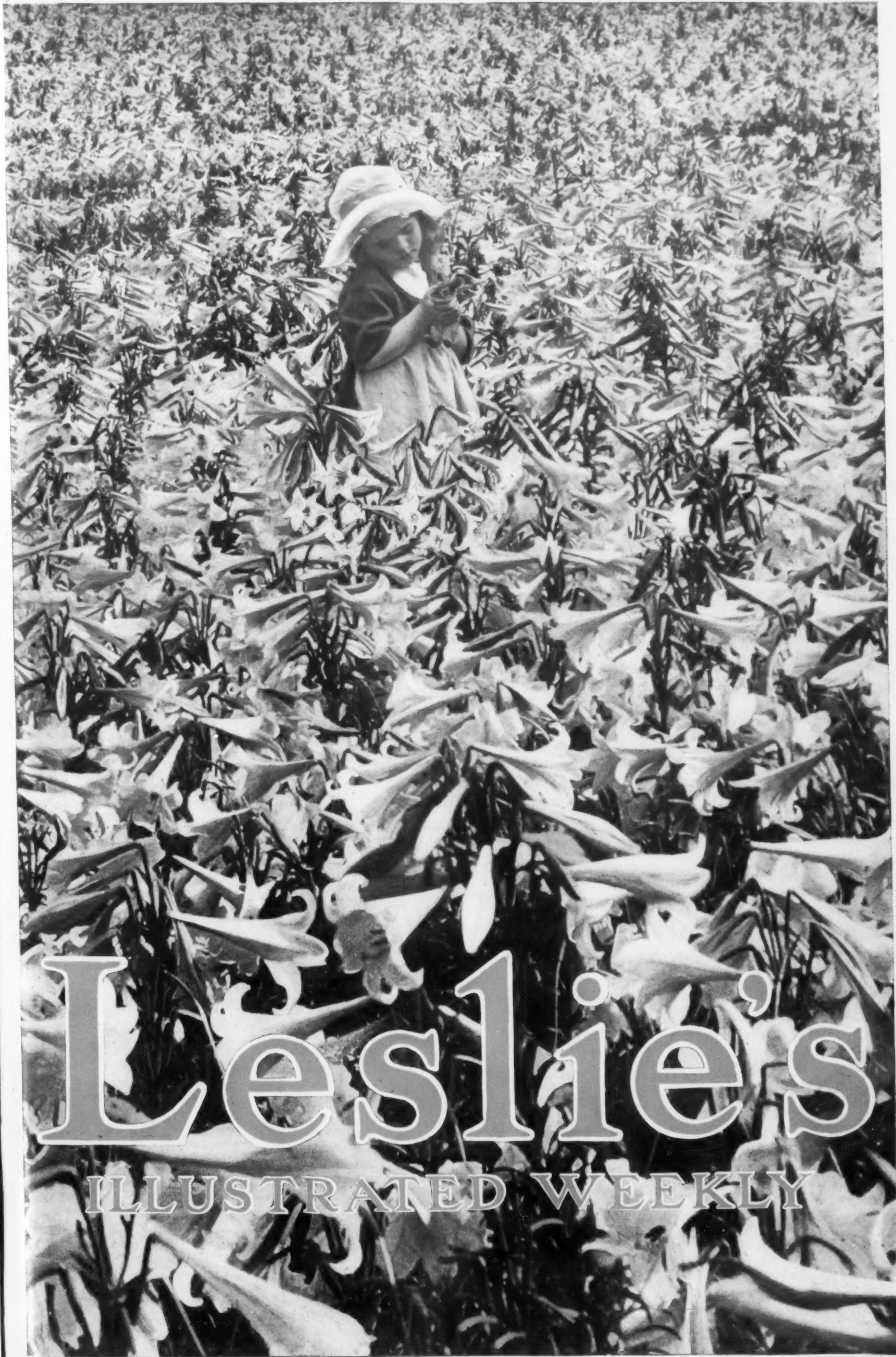


APR 13 1911

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APRIL 13, 1911

PRICE 10 CENTS



Leslie's

ILLUSTRATED WEEKLY

THE CHARLES SCHWEINER PRESS

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We Offer No Apology

for reprinting what we term "Our Creed"—

From all over the country letters of intelligent appreciation and approval have come to us asking for copies of this declaration of the policy of Leslie's Weekly—



WE BELIEVE in the prosperity of the country and that the highest duty of a periodical is to strive to secure it for all.

WE BELIEVE that the worst enemies of American prosperity are the selfish demagogue and the self-seeking muckraker to whom everything is wrong and who will not see that anything is right.

WE BELIEVE in unceasing championship of every institution which makes for the public welfare.

WE BELIEVE in unflinching advocacy of every reform necessary to the advancement of human progress.

WE BELIEVE that the world's merchants and manufacturers prefer editorial constructiveness to muckraking destructiveness.

WE BELIEVE that an illustrated weekly newspaper should hold the mirror up to the world's news. This has been the mission of **LESLIE'S WEEKLY** for more than half a century and will continue to be its mission for all time.

WE BELIEVE that the men who build up, whether in humble or exalted station, are worthy of praise and that the men who pull down are deserving of censure.

WE BELIEVE that a periodical that drops its responsibility after reporting an event neglects half its duty. If it tears down for the sport of seeing the dust fly it clouds the atmosphere and ruins good work while he who builds anew or seeks to strengthen a weak structure performs a real service.

WE BELIEVE that to-day is better than yesterday and we shall try to make to-morrow better than to-day, and finally

WE BELIEVE in our motto "IN GOD WE TRUST."

Leslie's
ILLUSTRATED WEEKLY



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TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii,
Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents
per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on
New York, or by express or postal money order.

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Subscribers when ordering a change of address should give the old as well as the new address, and
the ledger number on their wrapper. From two to three weeks must necessarily elapse before the
change can be made.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S
cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly
reported. Senders of photographs or letterpress must always include return postage. We receive such
material only on condition that we shall not be held responsible for loss or injury while in our hands or in
transit.

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Next Week's Issue



Dated April 20, 1911

Batter Up!

These magic words are now ushering in the baseball season of 1911. No matter how much Americans may differ on political and social questions, they are all united in their worship of the great national game. Our issue of April 20th will be more or less devoted to baseball. **HAL CHASE**, probably the greatest first baseman that ever lived, will write the leading article on why the season of 1911 will be the greatest year in the history of the game. **MR. ED. A. GOEWEY**, known far and wide as the "Old Fan," has gone carefully over the history of baseball and contributes one of his most interesting stories. **THE COVER**, in the opinion of baseball experts, is the most striking baseball feature of its kind ever given the American public. We believe that every fan will preserve it under glass for his room or den. Even those few who are not interested in baseball will appreciate this cover for its typical portrayal of the American at play. There will also be a double-page photographic spread, showing all the most exciting and famous plays that have made baseball history during the last five years. The number will contain all the regular departments and the indispensable photographic digest of the week's news, but it will make an especial appeal to the hundreds of thousands of baseball enthusiasts.

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Albany's Capitol in Flames

The Most Costly Statehouse in the United States a Prey to Fire



THE BURNING CAPITOL: VIEW FROM NORTHWEST.

PHOTO BY BOICE

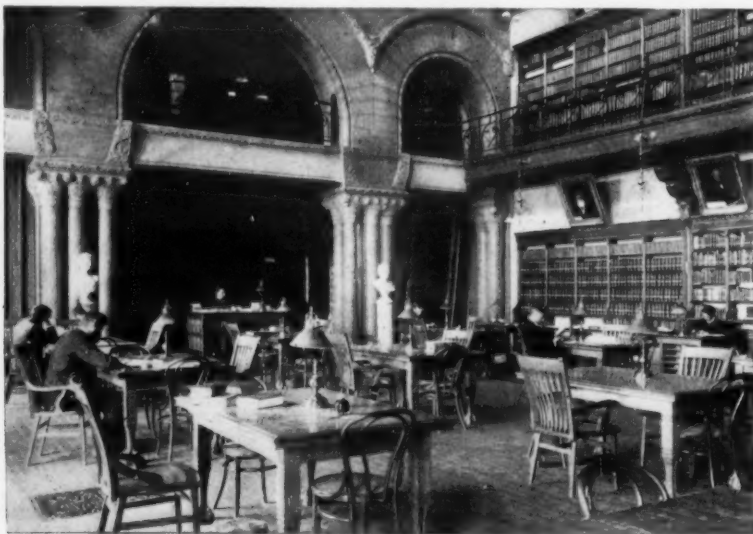
The fire broke out in the western wing and swept across the entire Washington Street or western frontage of the building. The view on the opposite page of the building before the fire is from the east, which direction the capitol faces.



PHOTO AMERICAN PRESS ASSOCIATION

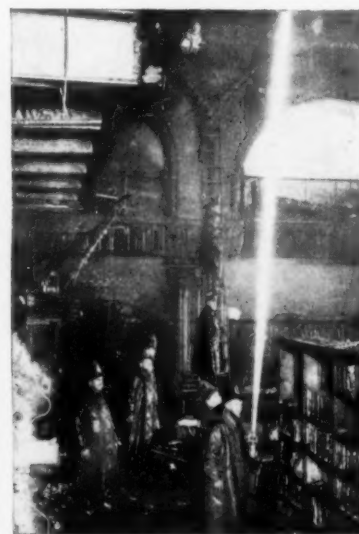
IN THE MUSEUM CORRIDOR.

Priceless Colonial and Revolutionary relics, including a lock of Washington's hair, were kept here.



THE LIBRARY BEFORE THE FIRE.

This was one of the most magnificent rooms in the entire building. Photograph shows the central reading room with its ornate and beautiful arches. The library, which was the third largest in the United States, extended completely across the western wing.



THE LIBRARY A WRECK.

Here the greatest damage was done, books and records largely irreplaceable being destroyed.



PHOTO BROWN BROS.

GREAT STAIRWAY DEBRIS-STREWN. This was the wonder of the architects of the world for beauty of design and cleverness of execution. It cost \$1,000,000.

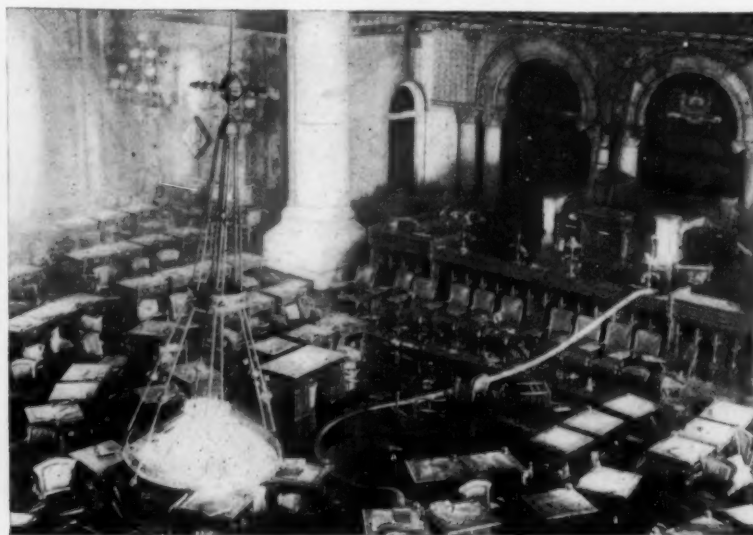


PHOTO BROWN BROS.

HAVOC IN FAMOUS ASSEMBLY CHAMBER.

The huge brass and crystal chandelier in this room fell to the floor and the celebrated papier-mache ceiling bulged. The principal damage here was not from flames but from water.



PHOTO BROWN BROS.

AT THE HEIGHT OF THE FIRE.

The blaze started shortly after two o'clock in the morning and was not under control for nine hours.

B236209



Leslie's

ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

"In God We Trust."



CXII.

Thursday, April 13, 1911

No. 2901



NEW YORK STATE'S TWENTY SEVEN MILLION-DOLLAR CAPITOL.

The magnificent structure at Albany as it appeared before the great fire disaster of March 29. This is said to be the third most costly building in the world.

PHOTO J. E. BOOS

EDITORIAL

City Corruption's Terrible Cost.

THE SICKENING story of the awful fire in a so-called fireproof loft building in New York, by which nearly one hundred and fifty lives of working girls were lost, sent a thrill of horror through the land. The owner of the building, the tenant and the city authorities are all charged with the blame by one newspaper or another, and the chief of the fire department does not hesitate to say that, immediately after a similar occurrence in an establishment at Newark, N. J., he predicted just such a casualty in New York. At frequent intervals—altogether too frequent—deaths from fires in tenement houses in New York City are reported, and in nearly every case investigation discloses that it was a preventable loss.

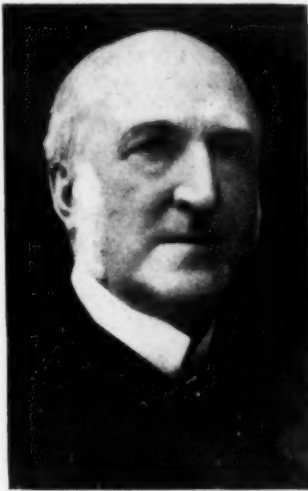
The recent holocaust of shirt-waist workers might have been prevented had there been sufficient opportunity for escape. The building was fireproof. It still stands, almost ready for reoccupancy. The lofts where the fire occurred were filled with inflammable material, ready for a spark to make them, for a brief period, a fiery furnace. The fire escapes were insufficient for the emergency. The exit to the roof was not accessible. The elevators were unable to accommodate the rush of a panic. Yet this building had been inspected by public officials and reported as safe. Its owner is on record as saying that if he

had been told that the safety devices were inadequate he would have acted promptly to remedy any defects.

We have laws enough to safeguard the occupants of our workshops, but these laws are not properly enforced. Nobody need be told why this

is so. Politics is at the bottom of the whole trouble. Appointments are made for political purposes. Fitness and capacity are only thought of as far as the civil-service laws compel attention to them. Demoralization wrought by politics and inherited by the present administration of New York City is confined to no department. It is disclosed by the charges made against the police and against nearly every other department, and by the constant increase in the cost of the city's government. It will take more than one administration to clean out the Augean stables. The present administration has its hands full and we believe it is endeavoring to perform its duty, but it must set about the task with a more vigorous and relentless hand. It must not only search out evils, but punish those who are responsible for them. What we say about New York City is true of every other great municipality in this country.

Municipal misgovernment is the crying shame of our day and the people who tolerate it are responsible for it. If we are not to have such terrible calamities as the Iroquois Theater fire in Chicago, the factory fire in Newark and the recent sacrifice of waist workers' lives in New York, the exacting duty of safeguarding the construction of our amusement halls, factories and tenements must be intrusted to more competent and conscientious hands. Not only in New York, but in every other great city in this country firetraps exist which would not be tolerated



CHAUNCEY M. DEPEW.

Who has so honorably represented New York in the United States Senate for the past twelve years.



JAMES A. O'GORMAN.

Who has just been elected Senator from New York after a three-months' legislative deadlock.



THE MOST STRIKING FEATURE OF THE GOLDEN JUBILEE OF THE WOMAN'S FOREIGN MISSIONARY SOCIETY IN NEW YORK CITY. The angel group which recently made such a profound impression in the pageantry at the Metropolitan Opera House during the three closing days of a national campaign.

for one moment under such a system of inspection as has been established in Germany, Great Britain and other well-regulated countries. How long will a tolerant and busy people permit such things to continue?

New York's Ruined Capitol.

IT IS a curious fact that, almost immediately after State Architect Ware, of New York, had urged in his annual report to the Legislature the absolute necessity of fireproof construction of State buildings, the magnificent \$27,000,000 capitol, the third most costly building in the world, was gutted by fire. The urgency of Architect Ware's recommendation is emphasized by the disclosure of an eye-witness that at the outset a few hand grenades or a small extinguisher could have checked the flames and prevented a loss estimated at from \$4,000,000 to \$6,000,000. This loss involved the almost total destruction of one of the greatest libraries in the world, the third in size and importance in the United States, with half a million books and half as many manuscripts, representing the careful accumulations of nearly a century. The value and extent of this collection may be inferred from the further statement that it will require from ten to fifteen years and from \$1,000,000 to \$2,000,000 to reproduce even a working library of the magnitude of that which has been destroyed.

The Legislature at Albany has been besought to enact laws to prevent such fearful fire catastrophes as that which recently involved the loss of nearly one hundred and fifty lives of working men and women in a New York shirt-waist factory. What can be expected in the way of fire-reform legislation from State officials who have not had the foresight to protect the capitol of the State, with all its priceless treasures, from the devouring flames? Perhaps the capitol itself was faulty in its so-called fireproof and immensely expensive construction; but who is responsible for the absence of the simplest methods of extinguishing the first spark of fire?

As a business man, one of the first obligations of Governor Dix is to find out whether it will be profitable for the State to rebuild that expensive architectural nightmare, the half-burned Albany capitol, at a cost of from \$8,000,000 to \$10,000,000, or to erect in its place a building of modern construction, with abundant room for all the State departments. It is true that much of the old capitol remains and that the overweighted structure cost originally about \$27,000,000; but it never has been regarded as either a thing of beauty or a joy forever. We agree entirely with the conclusion of our alert contemporary, the *New York World*, that "if it is patched up now and the State throws its good millions after bad, we shall have to continue to be ashamed of it for many years."

The State has an admirable capitol site, large enough for a structure of impressive appearance, with abundant accommodations for all the State officers. As a business proposition, it should erect a capitol that will take care of its officials and thus avoid the constantly increasing cost of paying rentals. It is believed that a suitable and satisfactory building of modern construction could be

erected at less than the cost of repairing the present granite structure.

Nor should Governor Dix forget, while deploring the loss of so many valuable public records, that some of the most costly plans for the work of the State are scattered in rented buildings about Albany, with much less protection from fire than the burned records in the capitol have had.

A Great Journal's Seventy Years.

A FEW weeks after the centenary of Horace Greeley's birth, the seventieth anniversary comes to the great journal which he founded and which he edited for a third of a century. On the scale of that day, the 313,000 people of New York in 1841, or about as many as are in Minneapolis in 1911, seemed to be fairly well served with newspapers. They had the *Commercial Advertiser* (the present *Globe*), which was established in 1797 and which is the oldest of the daily newspapers of the metropolis; the *Evening Post*, dating from 1801; the *Sun*, which was born in 1833, and the *Herald*, which appeared in 1835 to mention only the dailies which are extant now. When, however, the *Tribune* made its advent, on April 10th, 1841, it soon won a regular constituency and quickly became one of the most influential newspapers in the country. First as a Whig and afterward as a Republican paper, it obtained a prestige.

Under Greeley until he resigned on his acceptance of the presidential nomination in 1872, under Whitelaw Reid until his appointment as ambassador to England in 1905 and under Hart Lyman since that time, the *New York Tribune* has been a powerful force in the country's social and political life. At one time and another it has had some of the ablest journalists of the country on its staff, including Charles A. Dana, Bayard Taylor, George Ripley, Charles T. Congdon, Richard Hildreth, Sydney Howard Gay, Henry J. Raymond and others of national reputation, to say nothing of the corps of talented men who conduct it to-day. And the *Tribune* is a greater and better paper in 1911 than it was in any previous period.

The *Tribune* was one of the latest of the great dailies to reduce its price to one cent. The sudden drop from three cents to one cent a copy was sensational and experimental. The fact that it resulted in a phenomenal increase in the circulation of the paper as well as in its advertising patronage justified the radical step.

No editor of to-day is as well known to the general public as were some of those of half a century ago. Papers are much larger now than they were then, they have a broader scope and their news columns have a far greater prominence as compared with their editorial page than they had then. Thus it is more difficult for any editor to impress his personality so strongly on his newspaper as it was a few decades ago, when Greeley, Bennett 1st, Raymond, Dana, Bowles 1st, Forsyth, Ritchie, Prentice, Gales, Seaton Childs, Forney, Medill, McCullagh and other giants of the craft flourished, although the journals which they edited are broader and better than they were in their days. This is particularly true of the *Tribune*, which has long been one of the regularly recognized institutions of the country.

The Plain Truth.

IN THIS age of insurgency, the cause of the revolution in Mexico is not hard to find. The people of Mexico insist on having their rights. They have not had them from President Diaz. They charge that he has perpetuated his control by suppressing free suffrage. The insurgents demand, therefore, that he submit to a re-election on a free and fair basis. The correction of notorious abuses by grafting officials will come next. There is reason for the presence of the United States troops on the border. The throne of Diaz is tottering. He has already begun to compromise and he will end in all probability by surrendering to the insurgents' demands.

A GOOD example to the banqueting clubs of the country is set by the well-known and influential Traffic Club of Pittsburgh. Two rules are followed by this club at its notable annual banquets which are well worth imitation. One is not to serve intoxicants and the other is to print a list of guests, accompanied by their titles and business or professional connections. Strange as it may appear, in spite of the absence of the rare vintages so often found at the banquet board, the dinners of the Traffic Club of Pittsburgh are attended by some of the most eminent railroad and traffic men in the United States and these annual gatherings are seasons of real jollification and hilarity. Perhaps the excellent singing and music, which are always accompaniments of the dinners, have something to do with this, and also the fact that speakers of national reputation are always secured. At the recent dinner, for instance, ex-Governor Black of New York, President Baer of the Reading Railroad and ex-Congressman McCleary were the speakers and all of them were forceful and eloquent. Best wishes for Pittsburgh's Traffic Club!

WHATEVER good may be said in favor of Judge James O'Gorman, the ex-Grand Sachem of Tammany Hall, just elected to fill the seat at Washington of Senator Depew, might have been said in favor of William H. Sheehan. The latter had to his credit also—which Senator O'Gorman has not—a legislative experience that specially qualified him for service in the Senate. Under such conditions the *New York Times* is justified in its criticism of the so-called insurgents who would not have Sheehan, but who took O'Gorman. In the caustic language of our esteemed contemporary, "No high resolve in politics ever came to a more grotesque ending." The result of the protracted senatorial struggle in New York may be a victory for Boss Murphy of Tammany Hall, but it was brought about by the defeat of one of the fundamental principles of party organization, viz., that the will of the majority, as expressed in the caucus, must be accepted by the minority. We are inclined to believe that the violation of this rule, to which Mr. Murphy has submitted, involving as it did, as the *New York Sun* says, "an outrageous injustice" to Mr. Sheehan, will establish an uncomfortable precedent for Mr. Murphy, perhaps in the not distant future.

Opening the Roosevelt Dam

Releasing the Waters at Roosevelt, Ariz., That Will Irrigate 240,000 Acres,
Water Enough to Cover the Entire State of Delaware a Foot Deep.



COLONEL ROOSEVELT INSPECTING THE WORK.

The first stone of the dam was laid four and one-half years ago while Mr. Roosevelt was President, and it is the chief achievement of his reclamation campaign.



FOOT OF POWER CANAL, 18 MILES BELOW DAM.

Below the dam is a water turbine power house and transformer capable of producing a 45,000 volt current. This will be carried across the desert to Vesa and Phoenix.



THE DAM AS IT LOOKED ON DEDICATION DAY.

The dam itself is 168 feet thick at its base and its top is crossed by a roadway 1,080 feet long and 16 feet wide. Its height to the parapet wall is 280 feet. The spillway is 200 feet above the base.



THE PARTY IN THE DESERT.

The construction involved building a desert and mountain road at a cost of \$300,000. The main canals and the cross canals have a total length of many hundred miles. Some of them antedate the new construction, and are said to be the work of aborigines.



WHEN THE WATER BEGAN TO FLOW.

Photograph taken just as Roosevelt pressed the button. The Salt River Valley which is irrigated by this work will under the new conditions become, it is said, the most fertile in the United States.

How to Eliminate the Fire Peril

The Greatest Fire Fighter in the World Sounds a Warning for the Nation

By EDWARD F. CROKER,
Chief of the New York Fire Department

I AM ALMOST afraid to make predictions as to the loss of life in fires in New York City, but I am sorry to say that, in my opinion, a repetition of the enormous loss of life in the recent Washington Place fire may occur at any moment, and what surprises me is that such a loss has not occurred before. I do not consider myself an alarmist and I do not desire to alarm the public, but from the experience derived from my position as chief of the Fire Department in our great city and from personal experience and observation I am forced to come to that conclusion.

The sight that confronted the members of this department at the fire referred to was the most horrible, in my opinion, that was ever witnessed. Although firemen are accustomed to all kinds of scenes of suffering, that terrible mass of humanity, which was distorted in all manners and shapes from the effect of fire, was indescribable. Many of the officers and members of the department who were compelled to face that awful scene and to remove the unfortunates to the street were unnerved, and on even the most hardened it left an everlasting impression.

The problem to be solved now is to prevent fires and such losses

should open outward, no partitions should be allowed around doorways leading to stairways or elevator shafts. All fire escapes should be continuous on the buildings, with treads of not more than eight inches and provided with hand rails. The platforms of all fire escapes and the doorways leading out to them should be on a level with the floor.

I am convinced that the Fire Department should have the power to compel compliance with the proper conditions. By its nature and experience it is the department best fitted to know what is

Looking out for theaters, concert halls and places of amusement generally makes up most of the work that they do to prevent fires. There are also five assistant foremen and about one hundred and thirty men detailed from the uniformed force to keep watch in these places. As a matter of fact, everything that law and skill can do is done to protect the people who go to the theater, who go out to have a good time. It is my belief that just as much should be done for poor men and women who have to work in the factory and the so-called sweatshop to earn their bread. People

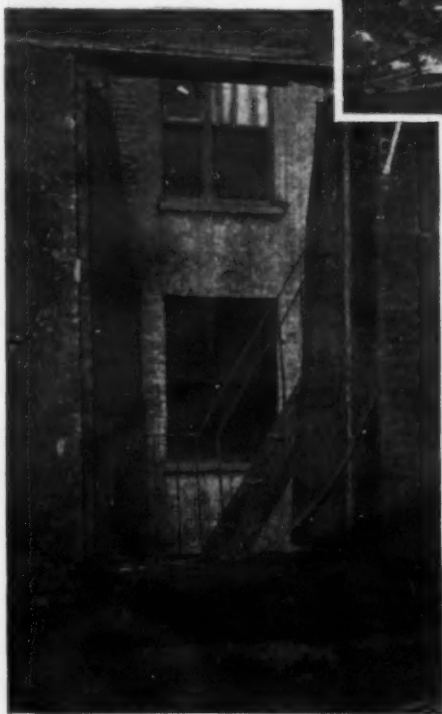
do not have to go to the theater, but the workman has to go to his place of work and mighty little attention is given to him or to his safety when he gets there. As I testified before the legislative investigating committee last year, the average man would be astounded to learn the number of people who work in these sweatshops, say, in the lower Fifth Avenue region, who have absolutely no fire protection, no way or chance of escape if fire does break out. Conditions like this are the cause of such horrors as the one at Washington Place and Greene Street.

Many of the buildings in the region I refer to, structures from



THE ONLY QUICKLY AVAILABLE EXIT.

From these windows nearly one hundred and fifty girls plunged to death; it was their sole way of escape from the flames.



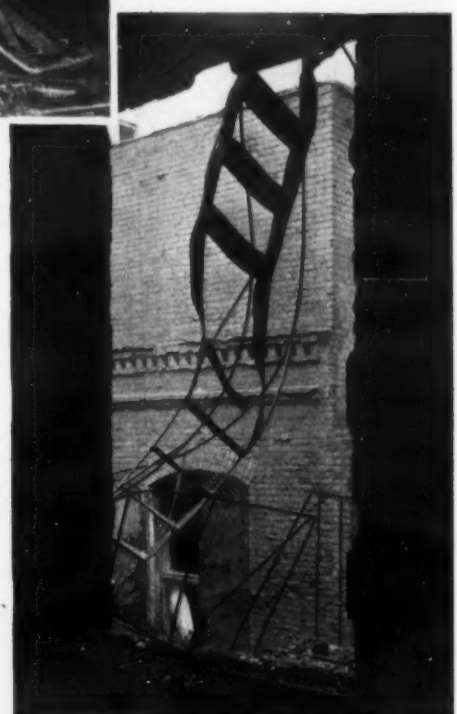
THE OBSTRUCTING SHUTTERS.

What chance had hundreds of terror-stricken women in such a death trap?



THE WINDING, NARROW STAIRWAY.

Almost as useless as the fire escape in time of panic and danger.



WHAT HAPPENED TO THE FIRE ESCAPE.

Bent and twisted by the heat and the weight of the hapless victims.

of life in buildings already erected, as it is impossible to make a law that will retroact in the present class of buildings. All buildings used for manufacturing purposes, known as sweatshops, factories and so forth, should be immediately provided with sufficient outside balcony fire escapes, thoroughly up to date, with automatic fire alarms, fire extinguishers and buckets filled with water, which, properly used, will extinguish any fire in its infancy. Fire drills by a competent drill master, such as are provided in public schools, should be introduced. Lofts and floors ought not to be permitted to be overcrowded and there should be at least ten square feet to each person. During the occupancy of such buildings stairways and halls should be well lighted. From observation I find that many of the buildings referred to are in a littered and unclean condition; in other words, a state of poor housekeeping.

In relation to the amendments of the present building laws for the erection of new buildings, I would suggest that all such buildings be provided with what are technically called "independent towers," with entrances, which should be well lighted, to each floor on the outside of the building. All buildings should be made absolutely fireproof, by the elimination of wooden trims of every description, including floors. All doors

necessary in all matters pertaining to escape from fire, as well as the all-essential prevention of it. At present it can but inspect and then report what it finds to be wrong to other departments; it has no mandatory power of its own to force owners or lessees to carry out its requirements. There is a bureau which we now have, known as the Bureau of Violations and Auxiliary Fire Appliances, which is under my charge; but it is a pitifully small force, and consists, for the most part, of men who have been crippled in fire fighting. A very small proportion of the \$8,000,000 which is expended annually on the Fire Department goes to the support of this bureau. Indeed, \$15,000 or \$17,000 represents its cost each year. There are only ten men to do its work for the whole of the greater city.

ten to fifteen stories high, have no fire escapes of any description. Some of the better ones have sprinkler systems, but the majority do not even have that protection. They may be of fireproof construction, but they are filled with inflammable material; and, after what has happened, I don't believe anybody would call them deathproof! Understand, they are not violating the present law, but even if they are fireproof, they should be provided with fire escapes. A building with a stock of an inflammable nature in it is not fireproof, whatever its construction. It holds the heat all the more if it is well built and becomes more of a furnace in which human beings may be roasted to death. Therefore there should be just as many fire escapes and exits in "fire proof" buildings as in others.

A great many people who have the beauty of the city at heart take a lot of pride in how the city looks and in the appearance of the buildings. It cannot be denied that fire escapes are not beautiful, and these good people want to have them kept off the front of buildings and hidden away out of sight where they won't be offensive. But how about sacrificing a human life for the sake of this, or ten lives, or a hundred and fifty lives? It seems to me beauty does not count much when it is compared with lives.

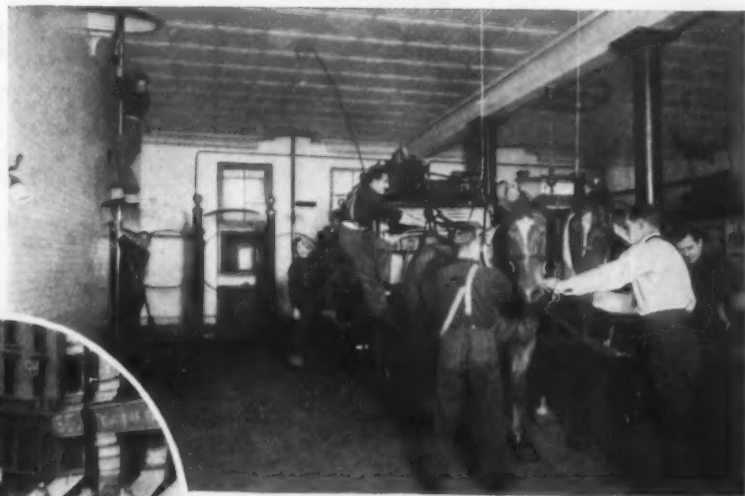
If there are to be workshops, sweatshops,



NEW YORK'S FIRE CHIEF.
Edward F. Croker, greatest American fireman, in
his big auto.

factories—whatever you choose to call them—in the city, they must be safe; that is the first consideration. And to be safe they must have fire escapes—lots of them, front and back both, not one miserable affair that is pretty narrow for a single person to get down at a time. The escapes should be inclosed with netting, so that panic-stricken crowds will not topple over the hand rails to the stones below. Better, indeed, if there are long balconies running across the faces of buildings and leading to fireproof stairways that do not open into the buildings at all, but only upon the streets. These stairways should be wide enough for at least two persons abreast to pass down them.

Other types of buildings as well as workshops are real menaces to the people within them and to other structures near by. Many tenement houses come under this head. Here, again, the Fire Department is powerless. Last year more than twelve thousand inspections were made and violations of all kinds were discovered. Tenement-house laws, Health Department regulations, building regulations and laws in regard to combustibles—all were broken time and time again. All we could do, however, was to



WHEN THE GONG SOUNDS.
Nowhere in the world is the response to alarms
quicker.

prevent many a fire in buildings of this character. Then, too, I believe that the first story above the cellar of all tenements should be fireproofed. There should be no entrance to the cellar from inside the building, and if there are dumb-waiter shafts which run down into it, they also should be fireproof. They are bad at best and act as flues which make an easy pathway for the flames. Unquestionably there should be sprinkler heads in every cellar and every division of one.

The rubbish that I have referred to is stored not only in tenement-house cellars, but also in all sorts of other places. There are rag shops in various sections of the city, full of old papers, rags and refuse picked up from the streets, that are perils to the neighborhoods in which they are situated. I know of one church, the cellar of which is full of this kind of dangerous material, and violations in this regard are without end. Let a chance spark, a cigarette stub or a match fall into a collection of this sort, and a dangerous fire is inevitable.

Another one of the elements of danger to life and property in New York is the height of the new buildings. This should be strictly limited, in my opinion. Fire cannot



THE TRIUMPH OF THE WATER TOWER.
Pouring a deluge into the upper stories of a young
skyscraper.

Rubbish does not sound like a very important item in fire protection or prevention, but it is. Almost every cellar in tenement and apartment houses is piled with rubbish of every description. Most of these cellars are subdivided, each tenant having a compartment of his own. They are as dark as pockets. In order to get anything from his cellar, the tenant must carry a light, and this is usually an open flame, a match, a candle, or, even more frequently, a piece of newspaper rolled up into a torch and lighted at the end! When this condition is fully realized, it is not hard to understand how fires—destructive and ungetatable cellar fires—start. The light is dropped when the tenant is through searching for what he wants, and before long an alarm comes in.

Good lighting of hallways, stairs and cellars would be a great protection to life and would



THE HIGH-PRESSURE SERVICE.
Where this system is available a conflagration has little
chance.

refer the cases to the various other departments or to the Corporation Counsel for prosecution.

Some law which would give us power to dispossess for failure to comply with proper regulations should be enacted, or else an ordinance which once was talked about, but never put through, should be issued. It called for co-operation on the part of the Fire Department, the Department of Street Cleaning and the Department of Health, and was to make it possible for us, if we found rubbish in a cellar, for instance, to order it removed within twenty-four hours. If that was not done, the carts of the Street Cleaning Department were to back up to the door and remove the rubbish forthwith, at the expense of the owner or tenant. Such an ordinance would be of some use. As it is, while the Corporation Counsel is getting ready to prosecute the complaints we have made, the rubbish remains a deadly menace to the occupants of the building.



ALMOST UNDER CONTROL.
It takes a big fire to get away from New York's
fire department.

be fought successfully with any apparatus we now have at a height greater than eighty-five or ninety feet, and the high pressure, so valuable in many ways, does not affect this particular side of the problem.

The reason is this: Fire, to be fought with success, must be directly attacked with water. The stream should be horizontal or nearly so. We can throw a stream plenty high enough to reach most upper stories, but it is a slanting stream, in many cases almost perpendicular. It merely wets the outside walls and the window sills, or perhaps a bit of the ceiling, and falls back. It is worse than useless. With the water towers we can put in a horizontal stream at the height of seventy-five feet and do good execution. It penetrates. Buildings higher than this limit are dangerous in proportion to their elevation. Of course it goes without saying that frame construction should be abolished.

(Continued on page 435.)



APPARATUS AND MEN BOTH EFFICIENT.
But neither can prevent panic in factory fire traps.

The Soul Song

By GEORGE JEAN NATHAN

"SHUT up, Blake!"
"Say—look here, you! She's my girl and I guess I kin talk any way I feel like."

Sanford's eyes turned slowly from the man who had just finished speaking to the girl who was their companion at the corner table in the dingy, rough-boarded dance hall at Canyon Creek.

"That's just why, Blake," he said quietly, "that's just why you shouldn't say things like you did before her—she's your girl."

The girl, looking at Blake through the coming tears, touched Sanford on the arm and let her hand rest there a moment, as if to beseech him not to draw Blake into a quarrel. She knew Blake and she knew what whiskey made him. The rough miner saw her touch Sanford's arm. He jumped up, blazing with a suddenly conceived flame of jealousy.

"Take yer hand away!" he shouted. "Take yer hand from his arm or—or I'll kill ye—and you, too, ye d—d Easterner!"

"Oh, come, now, old man," said Sanford soothingly. "You're the only man in the world Hilda loves, and I—I'm your friend—a friend of both of you."

"Remember that and it'll be all right," returned Blake, in a tone of warning.

Sanford, of the Sanfords of New York, had come out to the mining country of Colorado after Princeton had done what it could for him. He was a smiling, stocky chap and self-reliant. The element of romance gleaned from novels of the call-of-the-wild kind, he frankly admitted, had lured him to the West when an easy office chair in Wall Street whirled ready to receive him. A little girl named Mary—and he was not as frank in admitting this—had been the other reason for his leaving the East. "She'll say 'yes' some day, though," he consoled himself; "and then—well, I'll hand down a yell that they'll hear at Osborne Field."

Blake, whose life had been bounded on the east by Denver and on the other three sides by the girl Hilda, was one of Sanford's best friends—when liquor didn't step between them. Hilda and the young Easterner had grown to be good friends, too, although Sanford was careful that even those books out of which he read to her occasionally were of the sort that did not tell of love. And yet, in spite of the always-present memory of the little woman back home, there came times—those funny-feeling times that come to every man on cold, still nights—when Sanford, looking at the big-eyed Colorado girl, wondered, the way he had back in sophomore year, why men hadn't been made so that they could love two women at the same time.

"Greedy love!" he would smile to himself. "What a peculiar gink you are!"

Sanford was brought out of his reverie with a jar by the man at the piano at the end of the hall.

"Pick pardners!" shouted the player, and the dance was on. Around the floor whirled the couples, in more or less accurate time with the fellow at the piano.

"By way of forgiveness, Blake, let me dance this with Hilda, will you?" asked Sanford.

"G'wan!" muttered Blake. His tone carried a certain element of pleasantness that made Sanford think he must be in that second stage of drink where ill-temper gives way to temporary good-nature.

They lost themselves in the dance, Sanford and the girl Hilda, neither breaking the silence until the music was on the verge of stopping. It was then that the girl, held close in his embrace, whispered softly, "Jim, I love you!"

The whole thing startled Sanford—it startled him because at that moment he was fighting against his heart and memory—he was fighting against the birth in him of a love for the Colorado canyon woman.

"Remember," and absently he quoted Blake's words, "remember and it'll be all right." He thought a second and the flash of a cowardly fear that was expressed in what he had said impressed itself upon him.

"No, no, Hilda," he whispered. "It isn't that I'm afraid of Blake—no, it isn't that. It's because I'm afraid—now, for the first time—afraid of myself."

"I must see you a minute when we leave here," she implored, as they were on their way back to where Blake was sitting.

"I'll speak to him," said Sanford simply, and he nodded toward the dozing miner.

"Wake up, old man!" cried the Easterner, slapping Blake on the back. "The dance is over."

"Un," grunted the miner.

The three sat there in silence. Another dance and still another passed. One by one the couples

straggled out of the hall into the March night. They were turning down the kerosene lights in the corners.

"Blake," said Sanford suddenly, "I'm going back East to-morrow. I've decided."

"What th—?"

"Yes," interrupted Sanford; "to-morrow."

Hilda's eyes turned upon him in wonder.

"And, Blake," continued the young fellow, "you're going to let me say good-by to Hilda, aren't you?"

"Sure," muttered the miner. "Go on, say it."

"No, not here; I mean alone."

"Alone?" And Blake looked up with a peculiar, inquisitive leer. "Alone? What fer?"

"For my sake," answered Sanford. "And, Blake, old man, you're going to grant me the favor, aren't you? I'm going for good, you know."

BUCKWHEAT CAKES

"The consumption of buckwheat has fallen off not less than thirty per cent. in the last five years."
—DAILY PAPER.

Who dares to say the buckwheat cake,
All brown and feather-light,
And dripping golden nectar, tempts
No more the appetite?
Oh, not until the sun above
Its azure vault forsakes,
Will sons and daughters of the free
Renounce their buckwheat cakes.

In twenty million homes to-day
The seas of batter rise,
The smoke of countless griddles hot
Ascends the morning skies,
And while the piled-up platters wait,
A tireless army bakes,
For hungry legions, tons and tons
Of toothsome buckwheat cakes.

Though Scotland as the land o' cakes
Is famous far and wide,
Lo, with America she must
The title now divide;
While everybody round the board
A second helping takes,
We hail our native country as
The land of buckwheat cakes.

Among the silver stars that stud
The shield of Liberty,
Columbia should introduce
The buckwheat and the bee.
Bring on the honey from the hive,
Behold! the nation wakes
From Maine to California,
And calls for buckwheat cakes.

Minna Irving.

"Hm!" sneered Blake. "Sort of funny cuss ye are, kid; but I guess ye're all right." And his head sank between his arms on the table, and the other two, going out into the dark, left him there dreaming, through the clouds of whiskey, of the gold that was in the hills and that some day might be his.

In a little, wind-sheltered spot down the trail, Sanford and the girl seated themselves on an old log. After a period of silence, broken only by the sound of the rushing, tumbling stream at the foot of the cliff, the girl turned suddenly, threw her arm impetuously around Sanford's shoulder and sobbed.

"No, no, I don't want you to leave me! You've showed me what love might mean. If you go, I'll die!"

"Don't, dear," the young fellow implored. "Don't make it hard for me—and you. I wouldn't be able to stand it."

The girl's eyes brightened.

"Ah, you do love me, don't you?"

"I—" Sanford began, and then his tone changed. "I—I must go."

"You must go?" she fairly screamed. "Why?"

Sanford, her arm still caressing him, looked far off across the cliffs to the East.

"Hilda," he said softly, "they say it's the thought of mother and that sort o' thing that keeps a fellow straight. They don't know. It's music."

"Music?" she asked wonderingly.

"Yes, music. When that fellow at the piano played that dance song for us to-night, he played into my heart, into my soul, the decision I've come to—the decision that's going to take me back. The song brought the message home to me—the message to go back to my people and to leave you with Blake."

The girl had removed her arm from Sanford and had buried her face in her hands.

"I believe I do love you, and you say you love me—but it's best for both of us. It's the Blake in the life of a girl like you and the Mary in the life of a fellow like me that changes things, that always will change things, Hilda, as long as there is a moon in the heavens. And it's music that makes us realize it—you maybe in one way, me in another."

Hilda's sobs could not smother themselves from Sanford's ears.

"But it's cruel, it's silly to let just a song come between us this way and keep us apart forever," sobbed the girl.

"That it is, dear Western woman," said Sanford slowly; "but just as a little blare of a trumpet sends a great squadron of cavalry to deal death to the enemy, so does a little bit of music drive from our minds the thought of hostile love—and that's what our love would be, Hilda—hostile."

"Hostile?" she asked. "Why hostile?"

"Hostile because you would have to fight for it against Blake, because I would have to fight for it against a little girl I've left back home; hostile because—"

The girl interrupted him.

"Don't, please! I'm afraid to hear any more."

Two years had passed. Sanford was back in New York, his days filled with the buzzing ticker in Wall Street, his evenings with love quotations in the home of Mary Nerrold, in the Drive. Mary had said "yes," her family had seconded the motion and the date of the wedding had been set for June. It was one night late in May that Mary turned to Sanford and said, "You oughtn't to hide anything from me now, Jimmy. I've been watching you a long time and I know you have something on your mind you think you ought to tell me. Don't be afraid. Please!" She looked at him lovingly. "What's the trouble, dear?" she insisted.

"Oh, nothing, absolutely nothing, sweetheart," answered Sanford, in an attempt to conceal his troubled feelings.

"Yes, there is," said Mary positively; "and as your fiancée I demand my right to know what it is all about."

And Sanford told her—told her the whole story—as they sat hand in hand on the great green velvet divan. The little girl took the story as stoically as Sanford tried to narrate it to her. When he had finished, she turned to him with a smile, saying, "And now, dear, I have a little story to tell you." Still seated with her hand in Sanford's, she told him how, several years back, she had gone to a Yale prom. with a fellow she then liked very much; how, while strolling across the campus one night in the moonlight, a song had come to their ears from one of the open dormitory windows; of how the fellow had spoken of love and marriage, and of how the tune she heard—a tune that had been Sanford's favorite—had kept her from eloping with her young admirer.

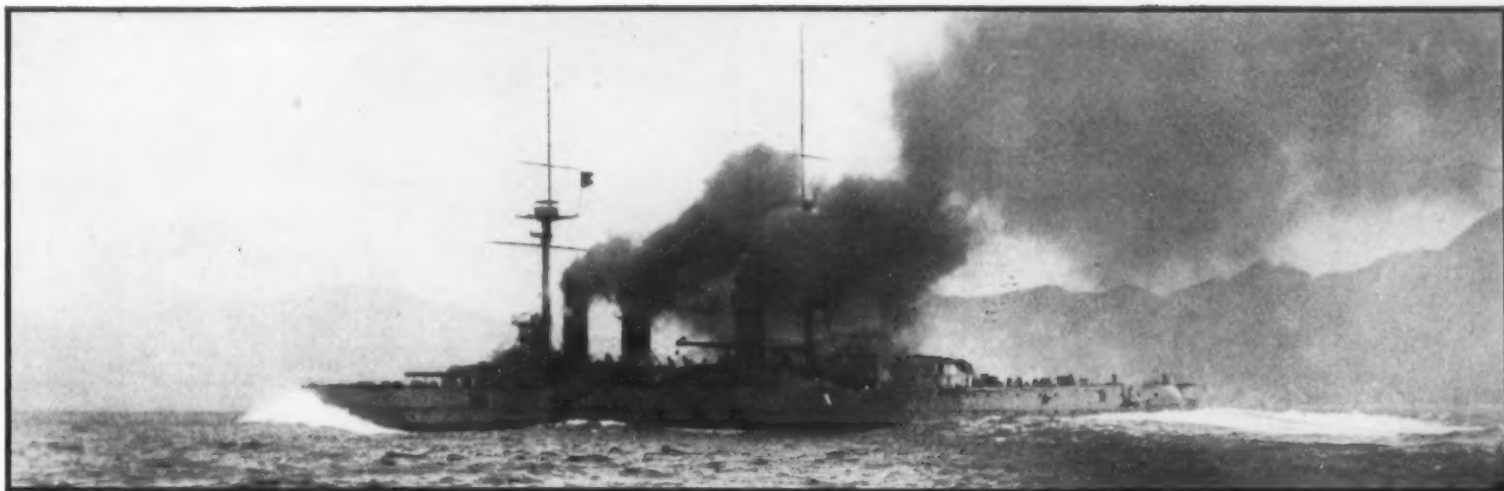
"I remembered how you loved that song," she said; "and, Jimmy, I thought of you and—and waited for you to come back home."

"What was the name of the song—do you remember?" asked Sanford.

She leaned toward him and whispered in his ear. "By Jove!" drawled Sanford slowly. "The wonder of it! It's funny I hadn't thought of it before. That's the very tune the piano sang into my heart that night while I was dancing with that girl out in Canyon Creek." He drew Mary close to him and kissed her. "You see, sweetheart," he said, "we've been brought together by a song. How wonderfully romantic it might have been if only the song hadn't been—"

"Throw 'Em Down, McClusky!" finished Mary, with a little sigh.

The Week Abroad



TRIAL TRIP OF THE NEW JAPANESE BATTLESHIP "AKI."

PHOTO BOSTON PHOTO NEWS CO.

The latest addition to the Mikado's navy. She has four 12-inch guns and ten 10-inch guns. She has a displacement of 19,395 tons and a maximum speed of 20.213 knots per hour. This vessel was originally designed for 19 knots speed and reciprocating engines, but after the Japs learned of the results obtained by the American ships "Salem" and "Birmingham" with Curtis turbines, they ordered a set of these engines from the United States. These turbines are of the twin-screw 144-inch diameter type, with an aggregate horsepower of 24,000.



Oxford.



Cambridge.

PHOTOS THE TRANSATLANTIC CO.

THIS YEAR'S RIVAL CREWS IN ENGLAND'S FAMOUS UNIVERSITY EIGHT OARED BOAT RACE.



Thirty-four of the thirty-six prisoners are confined in one large cage; one, a priest, is allowed to sit outside and the other, Abbateggio, who is the informer, occupies the smaller cage to the right.

THE CAMORRA CASE AT, VITERBO, ITALY, STRANGEST OF THE WORLD'S CRIMINAL TRIALS.



PHOTOS, COPYRIGHT BROWN BROS.

The prisoners arriving at the court. The majority of the defendants are charged with being members of criminal associations, four of them with instigating murder, six with committing murder and one with receiving stolen goods.

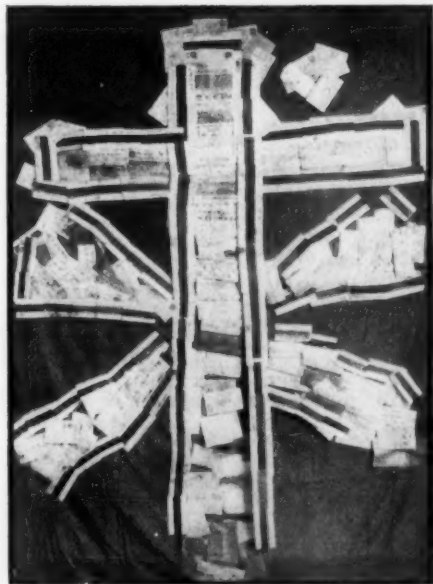


PHOTO BY E. W. THRING

CHINA'S APPEAL FOR AID.

A group of Chinese letters protesting against the opium trade sent to the King of England. In the photograph the letters are arranged in the form of the Chinese character "Chin," meaning appeal.

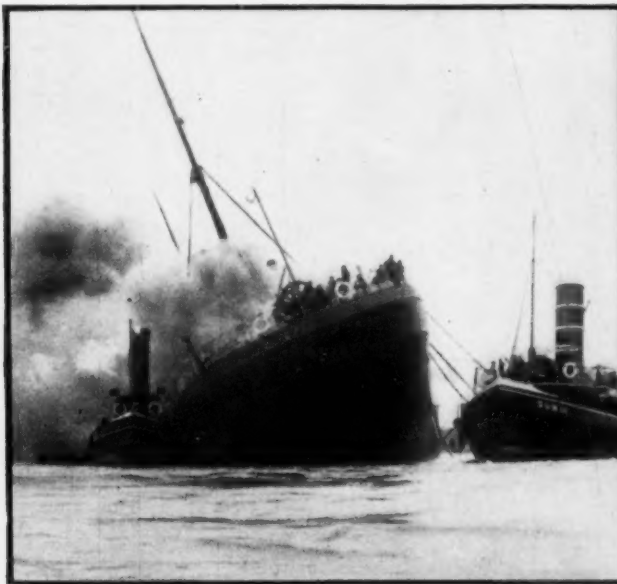


PHOTO BY PAUL THOMPSON

A RECENT STEAMER FIRE ON THE THAMES.

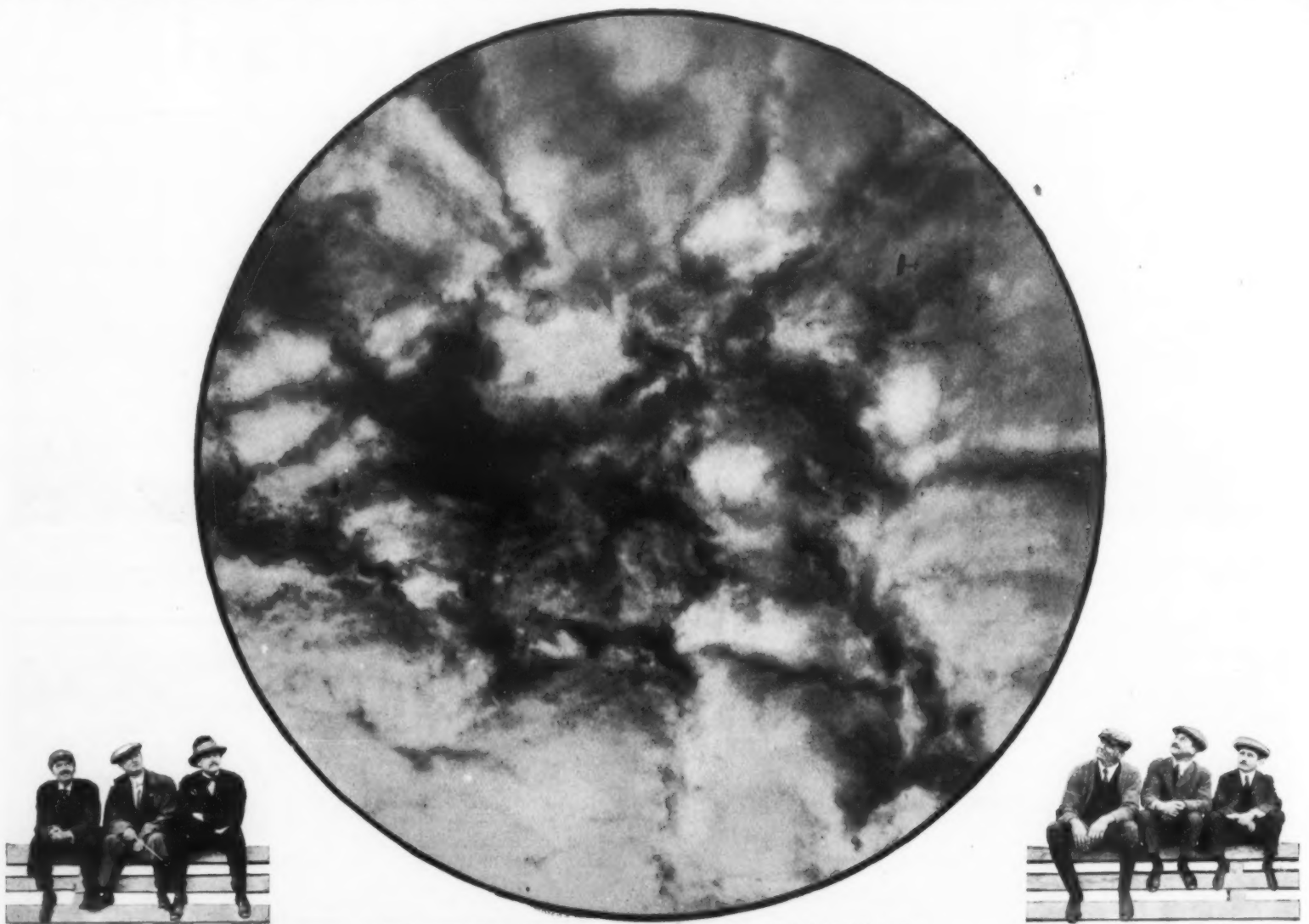
While the Furness Line steamer "North Point," of Philadelphia, laden with creosote and a general cargo, was proceeding down Song Reach in the Thames, off Purfleet, fifteen miles from London, flames burst out from all parts of the ship, making her iron plates red hot to the water's edge.



PHOTO BY W. E. HUDSON

THE FAMINE IN CHINA.

Pitiful picture story of starvation's work near Chia Kiang. United States Consul-General Wilder at Shanghai estimates that two million persons will die of the famine unless relieved.



THE INTERNATIONAL AVIATORS AT MEXICO CITY, MARCH 3, 1911.
Roland G. Garros and Rene Simon flying at an altitude of over twelve thousand feet above sea level.

The Aeroplane as a Practical Vehicle

The Competent Flying-machine Pilot Is Not Some Wonderful Superman. The Average Horse-sense Individual Makes the Best Bird-man

By ALFRED J. MOISANT

THE MODERN aeroplane, crude though it undoubtedly is as compared with the types that are certain to be evolved in the next decade or even within the next two or three years, is a wonderfully simple mechanism. Of course, as the science of aviation progresses, as we learn by constant practice with the heavier-than-air flying machine what its fullest capabilities and uses are, and as men are trained to pilot the successively refined models that increasing experience will dictate, we shall be enabled to make the aeroplane even more simple than it is now. Yet, barring



PHOTO AIDE
JOHN B. MOISANT AND HIS METAL MONOPLANE, SHOWING GNOME MOTOR.

This picture shows the first Gnome motor installed on a monoplane and the first metal monoplane of any kind.

electric locomotive than the mechanism of the flying machine. It is this very simplicity of construction and operation that has enabled the aeroplane to outdo in continuous motion every other known form of conveyance, except steamers, motor boats and sailing ships, and these last named are able to maintain their motion only because of their

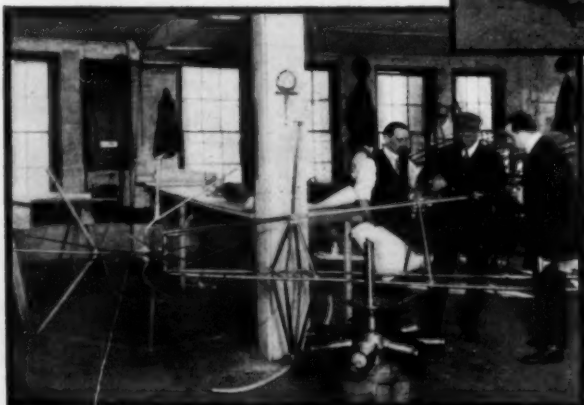
huge driving mechanism, out of all proportion to the bulk that is propelled.

The following specific examples will suffice to illustrate my meaning:

When, in December, 1910, Maurice Tabuteau drove his fifty-horse-power monoplane for 362.66 miles without stop, in a little over six hours, he accomplished something which no other vehicle, except that which traveled through water, had ever succeeded in doing. There is no record extant of any railroad train or automobile or horse-

drawn conveyance which has been continuously in motion for 362 miles. Yet we have had railroad trains for seventy years, automobiles for twelve and horse-drawn vehicles since primeval days.

In like manner, Henri Farman's flight, made last December, stands out as even more remarkable in some ways than Tabuteau's long-distance journey, for Farman remained in the air continually for eight hours twelve minutes. In that time he covered 354 miles; not as great a mileage as M. Tabuteau succeeded in piling up, because M. Farman's machine was heavier and slower than, although equal in horse-



CHASSIS OF METAL MONOPLANE PRIOR TO THE INSTALLATION OF THE PLANES.

necessarily slow and therefore essentially out-of-date horse-drawn vehicles, what man-invented and man-made conveyance is half as simple as the aeroplane of to-day?

The working parts of the modern flying machine are infinitely fewer in number than those of the automobile, the motor boat, the railroad locomotive or the steamship. Far more complex is the operation of a high-powered motor car than that of a high-powered aeroplane. Far more delicately adjusted are the thousands of parts of the steam or



PHOTO AIDE
MAKING RIBS FOR WINGS AND TAILS.

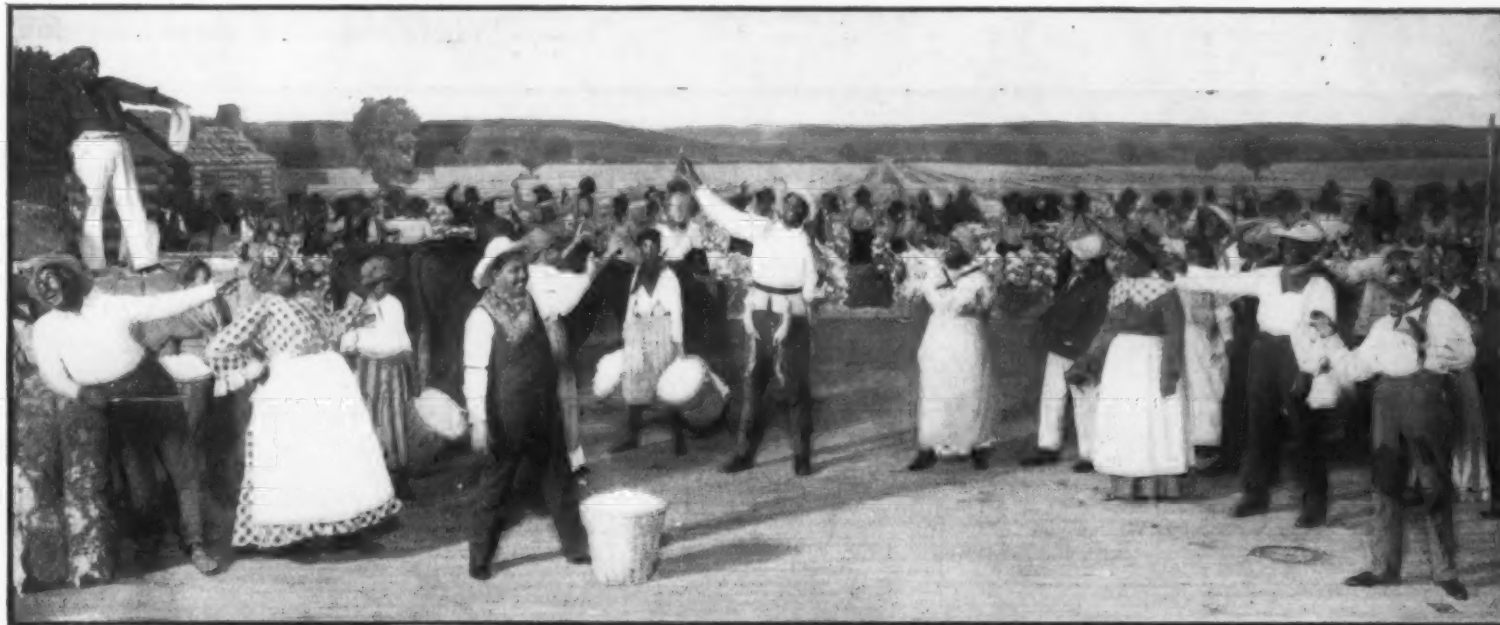
power to, the monoplane that his French colleague operated. Barring, again, only those craft which sail the seas, no conveyance other than the aeroplane has ever equaled in sustained action the time spent by M. Farman in his wonderfully long flight.

On March 3d this year, Roland G. Garros, Rene Simon and Rene Barrier, flying in fifty-horse-power monoplanes, succeeded in passing the 12,000-foot mark and they are the first men to do so. Starting from a field in Mexico City which

(Continued on page 427.)

With the Players

By HARRIET QUIMBY



"MARCHING THROUGH GEORGIA."

Plantation scene in the new spectacle which forms a part of the entertainment at the Hippodrome.

"BECKY SHARP," AT THE LYCEUM.

I AM TOLD that Mrs. Fiske is a very uneven player. "One evening," say her friends, "she will give a superb performance and the next she will appear a veritable tyro." Several



BESSY WYNN.

A popular vaudevillian playing the Kieth and Proctor Circuit.

New York at the opening of the Winter Garden on Monday night, the glowing praise of Mrs. Fiske could not have been written by them. The truth about Mrs. Fiske's characterization of *Becky*, judging from her second night's performance, is that she is at least twenty years too old and far too matronly in appearance to play the part of the sylph-like and dainty little seductress. The audience could not understand why the men in the ball-room scene deserted their wives and sweethearts to pay court to the least attractive woman in the room.

Mrs. Fiske's choice of coiffure and costume for *Becky* were in execrable taste. This actress has a way of reeling off her lines and mumbling her words as principals do at rehearsal. Although sitting only three or four rows from the front, I found it impossible to understand more than half of what she was saying. It may have been one of her uneven performances; but, when we consider it, has an actress the right to walk through her part when playing to an audience the greater share of which paid for seats? It is also a question if, in giving an indifferent second-night performance—the night when all of the monthly and many of the weekly magazine critics attend—an actress does not deliberately invite adverse criticism.

As *Marquis of Steyne*, Henry E. Dixey kept pace with Mrs. Fiske in his failure to create an illusion. At no time during the performance could one imagine *Steyne* as related to the aristocracy. A number of the minor roles, including *Miss Crawley*, played by Florine Arnold, and *Amelia Sedley*, played by Helena Vanbrugh, were admirably acted.

THE WINTER GARDEN.

With the largest aggregation of high-priced players ever seen at one time in New York and

with the continental idea as to arrangement of program carried out, the new Winter Garden opened auspiciously last week. This new playhouse is large and roomy and the seats are comfortable. Men will like it because they are per-



FLORENCE NASH.

Playing the leading role in "When Sweet Sixteen," now at the Chicago Opera House.

times it has been my misfortune to see her at her uneven performances, and although her admirers continue in their declarations that she is a great actress—in fact, the foremost actress in the ranks of America's women stars—I feel justified in doubting their judgment and in wondering if Mrs. Fiske's popularity is not in a measure due to clever press agenting, as is that of half a dozen other stars I could name offhand. Whether she is or is not a clever player, I have never seen any role so actually ruined as that of *Becky Sharp*, played by Mrs. Fiske on the second evening of her New York opening. She may have given a good performance Monday night—the morning papers said so; but as I saw every critic in



BEHIND THE SCENES AT THE WINTER GARDEN.

Midnight luncheon served to the players during intermission of the all-night rehearsal prior to the opening of the playhouse.

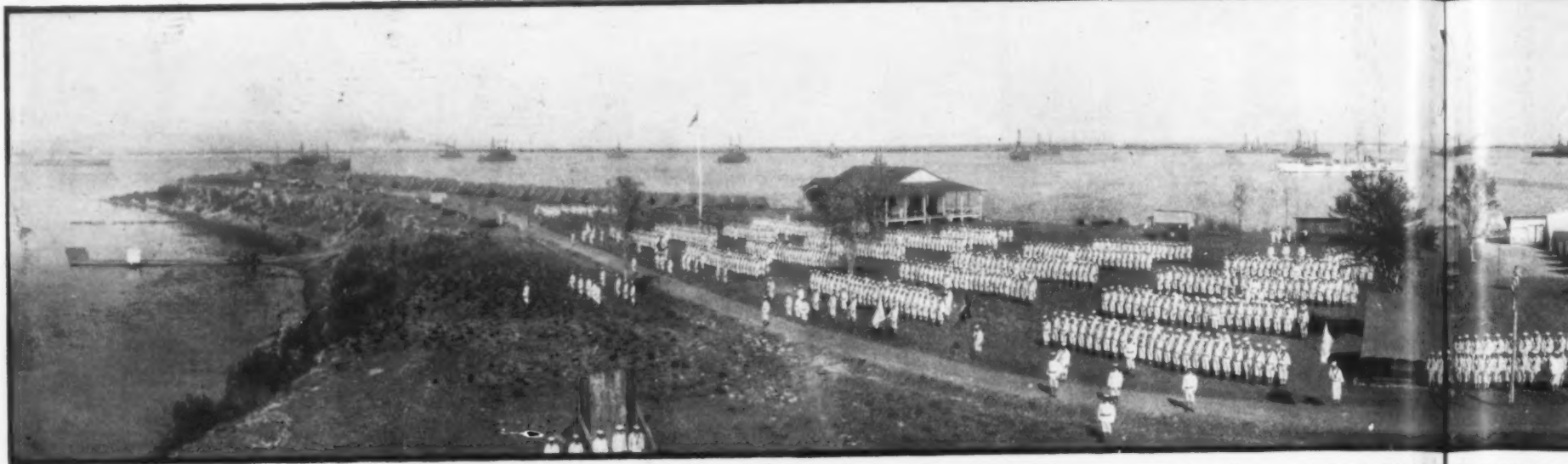
mitted to smoke—a privilege not especially objectionable, since the ceiling of the house is fitted with lattice-work, through which the smoke readily escapes. Some of the adjectives used by the circus publicity promoters might appropriately be used in regard to the entertainment at the Winter Garden. It is stupendous and gorgeous and all the rest of it. It is also varied to suit all tastes.

The curtain rises on a Chinese opera in one act, called "Bow Sing," one of the best numbers of the evening. It is a mistake to open a vaudeville entertainment with opera. It is presenting the program wrong end to; but this, no doubt, will be rectified as the performance settles down into

(Continued on page 435.)

Target Practice, the Most A

Where and How American Gunners Learn to Handle th

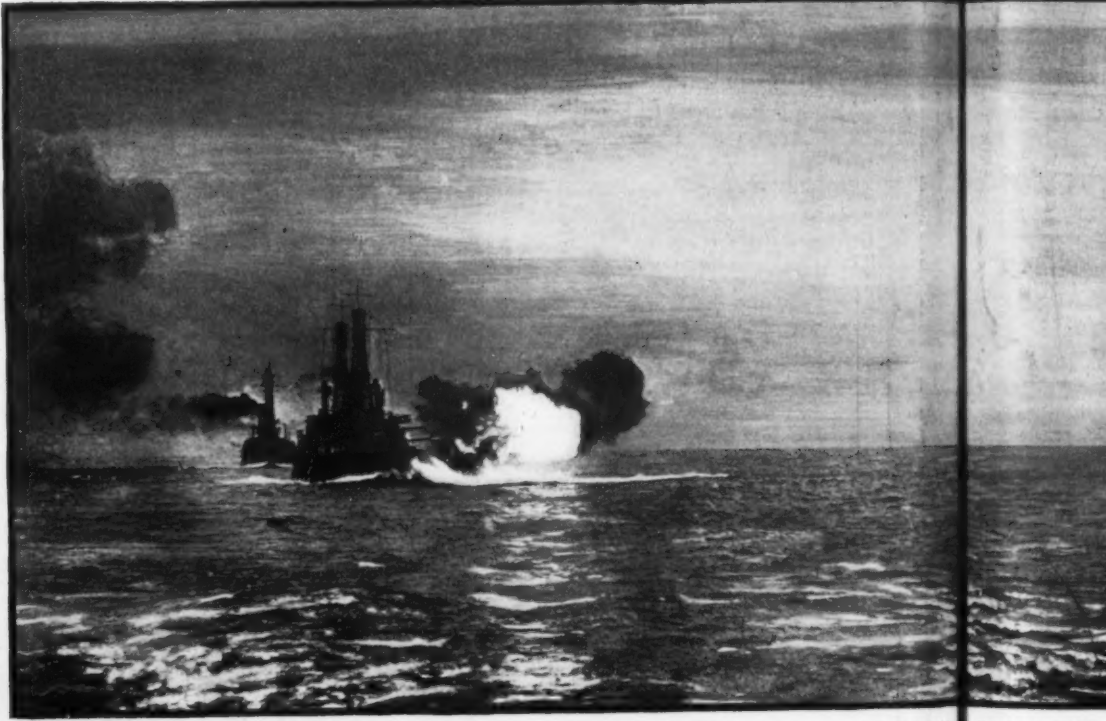


DEER POINT CAMP, GUANTANAMO BAY, CUBA, WHERE THE BATTLESHIPS



PREPARING THE TARGET SCREEN.

PHOTO HERBERT



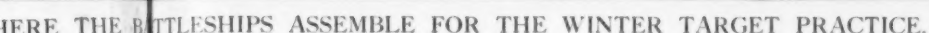
WATCHING EFFECT OF A BROADSIDE FROM THE



WHEN THE MONSTER TWELVE-INCH GUNS SPEAK.

PHOTO C. B. BREWER

The startling announcement was made about the fact that the marvelous scores made by our navy on a target not be duplicated in rough water. From that date on, target practice was changed from a game of making scores to a training exercise in battle efficiency. The general scheme of battle practice was worked out months in advance and divided into two parts. During the first, attention is given to the resistance of a target to a torpedo craft at night. The second part is taken up with a practice moving target. A special vessel, known as the range ship, is used at the beginning of the range or firing course. The firing vessel is of the speed of the target or of the range until both are at the minimum range. The minimum range is usually nine thousand yards. The targets are about one-tenth the size of a real battleship, one-fifth the length and half the height. So perfectly have the gun crews been carried out that even the two former ships are almost ready to fire again before the shells reach their mark. With some of the newest guns, which fire more rapidly, it is possible to keep shells in flight for a long time. Few years have elapsed since our gunners were firing a stationary piece of triangular canvas, even feet high, in this target were not expected. Coming back a steamer, the Kentucky used an island inhabited by gulls for a target. When a shot struck the island, the gulls flew up. Since then, our navy to-day has made an enviable record with their guns. The same gunner is accurate in the world.



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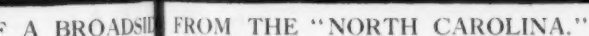


PHOTO © B. BREWER



ERIC D. LANGFORD

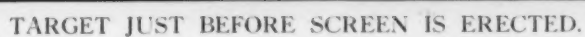


PHOTO: C. B. BREWER

announcement was made about three years ago. Scores made by our navy on a smooth sea could not be made in rough water. From that date target practice was made a game of making scores to a training for actual battles. The general scheme of battle practice are now divided into two maneuvers. The first is the resistance of an attack by night. The second is taken up with the defense by day. In the first practice moving targets are used. The special vessel, known as the range ship, marks the range or firing order. The firing vessel is ignorant of the target or of the range until both are worked out. The range is usually about nine thousand yards. The first one-tenth the size of a real battleship, about one-half the height. So perfectly has the training been carried out that even the twelve-inch guns can fire again before the former shell has struck. Some of the newer guns, which can be loaded and fired while the shells in flight at the same time our gunners were firing at a target even feet high. Actual holes were not expected. Stepping back a step further, the island inhabitable by gulls for a target. If the island, the gulls would fly up. Since then our gunnery has been marvelous strides. Our navy to-day is making an advance with their guns. The Sam's gunners are the most in the world.



THE "TEXAS," THE RIDDLED TARGET OF AMERICAN GUNS.

Note the battered conning tower and the splintered decks; neither commander nor crew could have escaped. Here is the lesson for American naval constructors.

Why It Pays to Destroy a \$5,000,000 Battleship

Lessons Uncle Sam's Navy Has Learned by the Most Spectacular Test in the History of the United States Navy

By DUDLEY HARMON

EDITOR'S NOTE.—Mr. Harmon is stationed at the State, War and Navy Departments in Washington by the United Press Associations, and is one of the newspaper men who were eye-witnesses to the blowing up of the "Texas."

OUT OF the reduction of what was a \$5,000,000 United States battleship into six thousand tons of shapeless steel has come a big certainty—wooden decks must be eliminated from our warships. Had there been a crew on board the battleship *Texas* during her destruction, not a man would have escaped death by the splinters which filled the air at every broadside. In the interests of humanity and to save hundreds of American sailors from horrible deaths by flying splinters, naval constructors are determined to insist upon the change. One glance at the shattered *Texas* tells the story. Jagged gashes two feet wide have been torn in her decks and sharp-pointed splinters lie everywhere.

With the wooden weather deck gone, the danger from fire in battle will be greatly reduced. Frequently shells from the guns of the *New Hampshire* set ablaze the woodwork on the *Texas*. Naval constructors have long clung to the wooden deck and it still exists in every navy, but even its American champions are now convinced by the ruined *Texas* that its retention is impossible. It is probable that steel will be substituted, though experiments will be made with fireproof compositions.

But these are not the only lessons drawn from the destruction of the *Texas*. The results are the most far-reaching ever attained in the history of the American navy. This amazing test has also shown that our battleships are in desperate need of armor protection below the water line, that the conning tower must be strengthened, that the present explosive shell is faulty, and, above all, that even more efficient gunnery is imperative.

The blowing up of the *Texas* forcibly demonstrated the theory that the armor belt should be extended further below the water line. Engines and magazines, the vital parts of a modern battleship, are almost certain of destruction in our next naval engagement, unless this is done at once.

Shell after shell that struck the water near the *Texas* continued its downward course and pierced the side of the old battleship. Any one of these shots would have been sufficient to put her out of action, by flooding the engine-room or exploding a powder magazine. In half-hearted manner the navy is at present extending the armor belt somewhat below the water line. Necessity demands that full protection be given the under-water portions of the battleships immediately.

It is no less apparent, after the firing on the *Texas*, that something must be done to strengthen the conning tower. In this steel tower, found on every battleship, are not only its eyes and ears, but its brains as well. From this point the captain watches the progress of the battle and issues orders directly to engine-room and gun turret.

The conning tower of the *Texas* lies in pieces on the deck, its nine-inch steel walls smashed by shells. Two projectiles did the work. The first, an eight-inch shell, penetrated the side and smashed the delicate instruments the tower contained. The second, an explosive twelve-inch shell, completely shattered the steel walls and the structure toppled down. The crumpled conning tower of the *Texas* caused every young officer, each a prospective commander, to realize the dreadful dangers the captain of a warship is exposed to.

As a result of the destruction of this powerful sea fighter, the conning towers of future battleships in the United States navy will be built of thicker steel. The search for tougher material, of greater shell-resisting power, will be prosecuted with renewed vigor. But it also means that the navy must learn to give up some of its dependence upon the conning tower as a point of control and center its lines of communication in some other less vulnerable though less advantageous part of the battleship.

It seems probable that the shells which destroyed the turrets of the *Texas* were the death blows to the movement in favor of three-gun tur-

rets. Not only were the *Texas's* turrets smashed, but the adjusting gears were jammed, rendering movement of the guns impossible. Delicate range-finders and other instruments essential to the effective operation of the guns were destroyed. Similar mishaps to a three-gun turret would put three guns out of action, instead of only two.

Ordnance experts admit, with visible disappointment, that a satisfactory explosive shell, with delayed-action fuse, has yet to be found, basing their conclusions on the *Texas* tests. Great secrecy is maintained regarding this feature of the firing, yet it is known that the new fuse tried out was not a complete success. Four fired at the *Texas* exploded in midair; others failed to explode at all. Those that did function properly wrought fearful havoc.

The effectiveness of the *Texas* firing and the havoc wrought by the shells amazed the fleet. Her ruin, under battle conditions of rapid firing, would have been effected in ten minutes. The first two salvos which struck the *Texas* were sufficient to sink her. She was wholly crippled as a fighting ship in less than two minutes. Though greater effectiveness in gunnery is now, more than ever, the aim of the navy, it must be remembered that the accuracy of the shooting at the *Texas* surpassed that of any other navy.

The gunners of the *New Hampshire* hit the *Texas* at will, while steaming rapidly past the ill-fated fighter, seven and one-half miles away. The *Texas* seemed only a gray blotch on the horizon at that distance, yet, at the word from Mr. Meyer, Secretary of the Navy, the gunners hit her masts and broke them off. When Mr. Meyer asked the gunners to destroy the conning tower, they responded by hurling two shells through its side and it toppled to the deck. "Hit the turret," said Mr. Meyer. On the next salvo one shell burst the upper plate of the turret, and another smashed the gear below, putting the two big guns in the turret out of commission.

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The Aeroplane as a Practical Vehicle

(Continued from page 422.)

lies 7,861 feet above sea level, Garros climbed 4,879 feet further, Simon 4,215 feet and Barrier 3,767. Garros was 12,740 feet above sea level when he started his machine downward, and this is by almost 1,400 feet the greatest altitude ever reached by man in any vehicle, except a free balloon. These men succeeded in flying in Mexico City at an altitude which other aviators considered hopeless. They proved very successfully that, given the horse-power, there was absolutely no limit of height to which an aeroplane could climb, and that with 100-horse-power or 150-horse-power motors and small wing-surfaced aeroplanes we shall very shortly be able to pass the 15,000, 20,000 and 30,000 foot levels.

Since safety in the aeroplane depends upon one's speed (and this is so axiomatic that it needs hardly to be explained), it follows logically that the machine of the future will not be of wood and cloth. The whole problem of flight is one of power. In days which are but recent, and yet which, in view of our recent experiences, seem long ago, we used to build the aeroplane and then put the power plant on it. Those were the days of our novitiate. We have learned by experience since then that, given a reliable and high-powered motor, the aeroplane should be built to fit the power delivered by the engine and that the solution of the whole problem of safe flying lay in power steadily, sturdily and reliably delivered.

Indeed, the inevitable conclusion has been forced on all of us who are familiar with aviation that it is the gasoline motor manufacturer who has made possible the aeroplane of to-day and to-morrow. We have had for half a century gliders of almost exactly the same form, with almost exactly the same wing-warpage and rudder-changing devices on them, that we use to-day. Lillienthal, Chanute, Pilcher, Montgomery, Langley and many others had built and down gliders and models that were, of course, motorless, but which embodied every one of the principles that are included in the modern aeroplane.

Montgomery had proved—by attaching a man-riding glider to a balloon and releasing this glider from the balloon when the bag was between four thousand and five thousand feet from the earth, whereupon the daring pilot glided safely to earth and landed easily without a jar—that it remained only for a suitable power plant to be found to give to the world the long-desired secret of human flight. The wonderful Ader in France and the equally brilliant Maxim in England had made flights years before the present power-driven aeroplane was worked out, but they were compelled to use steam engines delivering very slender horse-power in ratio to the weight of the motor. Then came the beginning of the automobile industry and the rapid development of the gasoline motor, and at last the whole problem of flight was solved. Here was the instrument whereby speed could be delivered regularly and surely. Weighing but very little per horse-power delivered, the gasoline motor made it feasible to build an aeroplane strong enough to carry a sturdy power plant, yet light enough to be lifted off the ground—a thing wholly impossible with the steam engine.

For their brilliant and splendid experiments with a combination of the half-century-old glider and the new gasoline motor, Wilbur and Orville Wright deserve the greatest of praise. Octave Chanute, deservedly called the father of aviation, had turned over to the Wright brothers the data of over a thousand glider flights, together with all his valuable drawings and statistics of whatsoever kind. Working on these plans, the Wrights spent three years refining the Chanute glider to the point where it would sustain a power plant, if a suitable engine could be found. Chanute, quick to recognize that the Wrights were pursuing the proper course to accomplish the object which he had so long sought, gave them the benefit of his wonderful experience, besides financial aid. It is for this combination of the gasoline motor with the glider that the Wrights deserve the world's thanks, as they were probably the first to utilize the gasoline motor for this purpose.

Ader and Maxim had flown almost ten years before the Wrights' first flight, but the cumbersome steam engines that both of these foreign inventors used were too heavy for the comparatively small amount of power delivered and the machines were not successful. If a gasoline motor, as we know it to-day, were placed on either Ader's, Maxim's or Langley's machines as they were constructed fifteen and more years ago, these pioneer flying machines would undoubtedly be found to have been properly designed, fundamentally correct in principle and successful in operation. But just for want of a suitable power plant, because these flying machines were a decade ahead of their time, these really successful mechanisms went into the limbo of failures.

The platform or aeroplane on which the present aeroplane motor is placed is intended only for stabilizing purposes. We could take a monoplane of the present day, for instance, remove the two main supporting wings, start the motor and then release the body of the machine from the grip of the mechanics holding it, and we should find that the incomplete aeroplane very quickly left the ground. Probably it would return to, even more quickly than it had left, the earth, because we have not as yet discovered a means for stabilizing without the use of supporting wings. But with the increase of speed and power that we are now beginning to get in our aeroplane motors, we are able steadily to flatten and to diminish in size the supporting or stabilizing wings, at the same time that we are able to strengthen them.

It seems to me almost certain that the machine of ten years from to-day will be equipped with but two very small fins, one on each side of the machine, just aft of the motor, which will be operated in a manner very similar to the fins used by the flying fish. It may seem to be arguing in a circle to say that the smaller the wings the faster one can fly and that the faster one flies the smaller the wings can be made, but this is true. That is why the biplane will give way to the monoplane, and this in turn ultimately give way to a metal body on which there shall be but two very small stabilizing fins for maintaining lateral balance.

A great hindrance in the development of the art of aviation in the United States has been the lack of government support. Prior to the closing hours of the Sixty-first Congress, on March 4th last (when \$125,000 was set aside for army aeroplanes), not one dollar had ever been appropriated by the United States for flying machines. Out of a fund appropriated in 1908 for the Board of Ordnance and Fortification of the United States army—and this sum was appropriated solely for experiments in defensive warfare—the Signal Corps was generously provided by the board with \$25,000 for the purchase of an aeroplane. But this money came out of a general appropriation fund which was in no way intended to help aviation and whose supporters had no idea, when they passed the appropriation bill, that an aeroplane would be acquired with these funds.

Compare this with the 30,000,000 francs appropriated by the French government in the last year and a half for aeroplanes and aeroplane development, the 16,000,000 marks set aside by the German Reichstag in the past two years for aviation, \$1,000,000 by Russia, \$2,000,000 by Italy and \$750,000 by Spain. Is it any wonder that the United States—the boasted home of aviation—is the furthest behind in the development of the art?

The aeroplane was not invented; it was evolved. So, too, the competent flying-machine pilot is not some wonderful superman, totally unlike his fellows, but the average, horse-sense individual, having confidence in himself and the ability to acquire confidence in the machine in which he flies. Certainly no nation is better equipped than the American people to provide the leading figures in the development of aviation, and I am optimistic enough to believe that the United States will within one year, or certainly within two years at the most, be regarded with envy by other countries its progress with the aeroplane.

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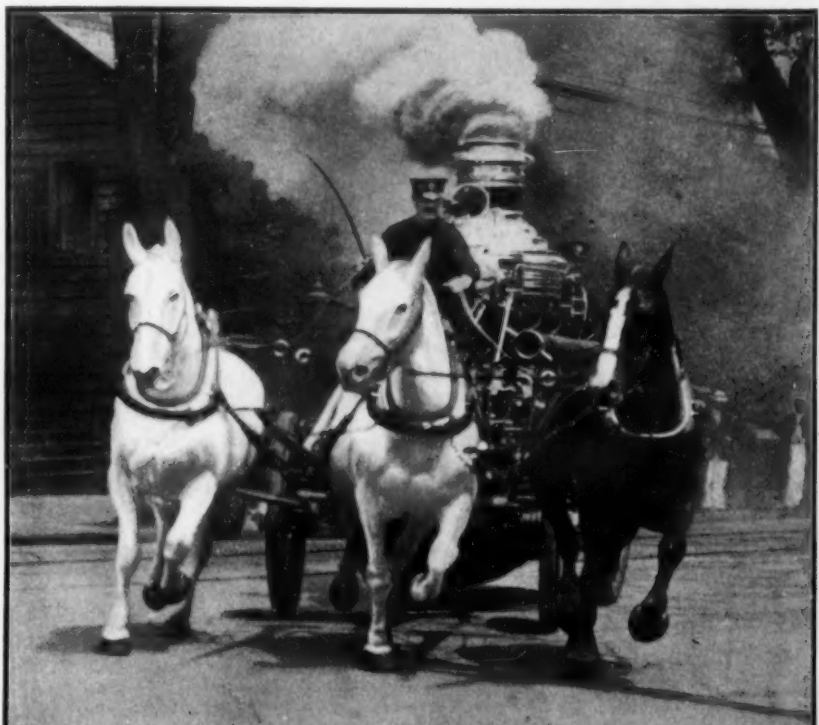


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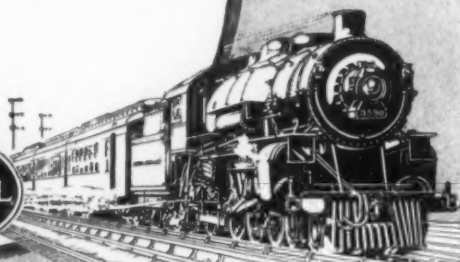
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HONOR IN PUBLIC LIFE.
Hon. Chauncey M. Depew.

MUCK-RAKING magazines, yellow journals and Chautauqua lecturers have been for years preaching to the people that the public life of the United States is the most decadent that exists anywhere in the world. They have succeeded in producing a widespread distrust of the representatives of the people, both in State Legislatures and in Congress. It is a distrust so deep-seated that I doubt if it is ever removed. Every one who knows anything about progress of legislation knows the enormous improvement which has taken place both in the personnel of representatives and in the work which they perform since the Civil War. The lobby which used to fill the halls of Congress has now practically disappeared. In the New York Legislature the Democrats have a large majority on joint ballot. They are responsible for the order of business. They placed upon the record a rule that no pairs should be recognized unless they should be recorded with the clerk. It so happened that some time ago, when the roll was called in the joint assembly for the election of a United States Senator, it was discovered that there were so many Democratic absentees that the Republicans had a clean majority. The majority leader claimed that the absentees were paired individually and without his knowledge and asked that those pairs be recognized. He was informed that, under the rule which had been adopted, these pairs were illegal. He admitted that they were illegal, but begged the minority to recognize the pairs which were made individually without notice and in violation of the rule as a gentleman's agreement. Though the minority had it absolutely in their power to elect a Senator, they recognized that, notwithstanding rules and orders, a gentleman's agreement should prevail. I do not believe that business men having the legal right would have yielded under such conditions. I know that no lawyer responsible for the interests of his clients would have permitted his opponent to gain such an advantage. And I state this only to show that in public life and among public men there is the very highest and most sensitive honor.

OUR GREATEST DANGER.

Mrs. T. J. Bowker, Sister of President Lowell, of Harvard.

DO WOMEN realize that the greatest danger which threatens our modern civilization to-day is the fear that homes may cease to exist in the world? In old times each family owned its home, and the woman could make of her household a home if she chose. She did much work for her family, but she did it at home; but to-day the conditions have changed. The growth of modern industry has taken the work out of the home, and with the work it has taken the worker. The poor cannot afford to have homes; they have only a tenement, crowded and overcrowded. But it is not only the poor who have lost all sense of home; even the well-to-do are out for amusement. They do not want the care and trouble of servants and housekeeping. Yet a third class, the brain worker, has no home and does not desire one. This, indeed, is a very sad state of affairs.

CONSTANT WAR ON RAILROADS.

Judge Thomas J. Freeman.

NOT ONLY have the men who build and invested in our railways not received any adequate return, but they have been vilified and denounced as undesirable citizens. Various police regulations have been enacted, all of which the railways are promptly carrying out, but at an immense cost. The railways are ready and willing to carry out every law and make good every demand, if they be but allowed to earn the necessary revenue to do so. To have burdens imposed upon them without the right to earn the revenue to meet them is unfair, discriminating and demoralizing. I am not criticizing these laws so much as the spirit of unfriendliness that seems to prompt their passage. The constant warfare on railways and other corporations has become a political madness or disease and a disturbing factor in our commercial prosperity.

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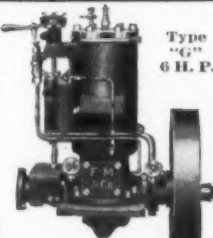
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See Them BEFORE Paying. These Gems are chemical white sapphires. Can't be told from diamonds except by an expert. Stand acid and fire diamond tests. So hard they can't be filed and will out glass. Brilliance guaranteed 25 years. All mounted in 14K solid gold diamond mountings. Will send you any style ring, pin or stud on approval—all charges prepaid—no money in advance. \$2. Write for Free illustrated booklet, special prices and ring measure. WHITE VALLEY GEM CO., 719 Saks Bldg., Indianapolis, Ind.

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DEAF

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Deaf or partially deaf people need no longer suffer all the agonies, inconveniences and embarrassments which they have had to endure, when they can test for themselves the Electrophone on

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Send us the coupon below for particulars of our service test offer. Get an Electrophone and try it for a full month in your home. See for yourself how clear and distinct it will make all sounds. Take it to the church or theatre with you, sit in the back row if you like, and enjoy every word, every note. It has marvelous sound magnifying powers. Investigate how easily it overcomes ear noises. Let it take the place of trumpets, ear drums and other similar contrivances which are old fashioned, out of date and often very harmful. The Electrophone has been really a God-send and a blessing to many thousands of deaf people. Can be worn as easily as a watch, leaving both hands free. Put it to any test you please for a month and prove to your own satisfaction that it can amply meet your every demand. By that time you can judge for yourself whether it has proved itself almost invaluable like it has to so many others.

Read these letters

"I think the Electrophone is the best device for people that are hard of hearing that there is on the market as I have tried everything I ever saw advertised." W. A. Haggins, Union, Ia.
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The latest improved Electrophone costs over \$40,000 to perfect. Let us send you a perfect instrument as provided for some of the crowned Heads of Europe and other foreign countries.

Send coupon now for offer and long list of satisfied users. Stolz Electrophone Co., 640 Stewart Bldg., 92 State St., Chicago.
600 Marbridge Bldg., Cor. 34th St. and Broadway, New York

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Address.....

Send me, without obligation on my part, full particulars of your Service Test of a latest improved Stolz Electrophone.

Stolz Electrophone Co., 640 Stewart Bldg., 92 State St., Chicago
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It holds 2 Quarts

For Automobile, Outing, Nursery or Sick Room use the **VAC-JAC MAGNUM**

Keeps solid food or liquids hot ten hours; cold, thirty hours.

No other vacuum bottle made so large, as this glass cannot stand the enormous air pressure. Vac-Jac walls are metal. No fear of broken glass in food. Inner bottle removed as shown in cut, for serving or cleaning. Cheaply replaced, if dropped and broken. Attractively finished in heavy nickel.

\$5.00 EXPRESS PREPAID

Since perfecting the means of sealing vacuum in metal we have built many thousand carriers, big as barrels for sanitary shipment of oysters, etc., also

THE VAC-JAC FIRELESS COOKER

The most perfect of all cookers; used from Maine to California. Our free book "How to Live Better at Less Expense" tells the story; tells the wonderful results vacuum accomplishes for the housewife; how cereals are prepared with full flavor and nourishing quality; how less expensive but equally wholesome and nutritious cuts of meat are cooked deliciously tender. It shows our various cookers with single and double compartments for home use, and big ten-gallon sizes for hotels and hospitals. This book will save you money. Send us your dealer's name and we will mail it free.

VACUUM INSULATING COMPANY
1909 Peoples Gas Bldg., CHICAGO

CLIMBING HILLS ON A RACYCLE IS EASY

BECAUSE of the evenly balanced crank hanger, there is 27.9% less pressure on the bearings. You can push farther and faster with less applied energy than required in any other bicycle.

In 1911 models the crank hanger is made with solid tool steel crank shaft and heavy tool steel cones, giving a perfect bearing surface and is guaranteed for three years.

The World's Best Bicycle

Pace-maker and Ride-about Models are equipped, without extra charge, with our Musclemann Armless Coaster Brake—smallest, simplest, lightest and strongest brake made.

1911 Catalog, Pamphlet "The Three Reasons"—explaining \$10,000 Cash Prize Problem, Racycle Watch Chain and Booklet, "The Major's Story"—all mailed for 2c stamp. Send FIVE if you mention Bicycle Dealer in your town.

The Miami Cycle & Mfg. Co.
41 Grand Ave., Middletown, Ohio, U.S.A.
IT'S ALL IN THE CRANK HANGER

AGENTS Here It Is

POCKET SEWING MACHINE

That's what Ed Hopper calls it. Sold 97 in few days. He's pleased. Retail at **100% PROFIT**—ridiculously low price. If you want a quick seller, one that gets the money easy, send now for confidential terms and FREE BOOKLET. "Inside Information on the agency business." A few hours a day means many a dollar in your pocket. Send a postal.

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Blatz

BLATZ

Private Stock

THE FINEST BEER EVER BREWED

Blatz possesses the nourishing qualities of bread, backed by character and tonic properties, that have appealed to connoisseurs for generations.

Ask for it at the Club, Cafe or Buffet. Insist on Blatz. Correspondence invited direct.

VAL BLATZ BREWING CO. MILWAUKEE, WIS.

Will Uncle Sam Buy the Galapagos Islands?

A Hitherto Neglected Archipelago Whose Strategic Value the Powers Are Beginning to Appreciate. The United States Has Intimated That It Might Lease the Islands for \$15,000,000.



CAPE BERKLEY ON THE EQUATOR, GALAPAGOS ISLANDS.



FISHERMAN'S CAMP, CONWAY BAY, GALAPAGOS ISLANDS.

WHILE the advisability of fortifying the Panama Canal remains the subject for seemingly endless debate, while we are constantly strengthening our resources at Guantanamo and possess substantial bases at Key West and San Juan to guard the eastern approaches to the great waterway, we have until recently neglected to consider the problem of providing at the western entrance to the canal so much as a coaling station nearer than Honolulu or San Francisco. To the eastward of the isthmus of Panama, the waters of the Caribbean wash the shores of a hundred islands. Of these, Porto Rico is our colony; Guantanamo we hold by lease from the Cuban government. Moreover, at Colon we control a neutral zone. Off the western coast of the isthmus there is no island that could ever serve the purpose of a naval base; however, an efficient coaling station could readily be established on a hitherto neglected archipelago that lies off the coast of Ecuador.

Indeed, ever since their discovery, in 1572, the fifteen volcanic islands that comprise the Galapagos group have been overlooked in the march of civilization. And from a commercial viewpoint they are valueless, as nothing but mangrove and cactus will flourish in the mass of lava beds that constitute their geological formation. Until the year 1832, although the group had been surveyed by the British, no claim to them was established. In that year Ecuador laid claim to the islands unchallenged. Recently it appears that both England and France have realized the strategic value of the islands as the only location in this part of the Pacific suitable for a coaling station. And now our government, too, is alive to their possibilities.

On the twenty-first of January, Estrada, President-elect of Ecuador, assembled the most influential citizens of Guayaquil to ask their opinions in regard to an intimation from the United States to the effect that the Galapagos Islands might be leased for a term of ninety-nine years, for the sum of \$15,000,000. A few days later, President Alfaro summoned a meeting of like nature at the capital, Quito. Those present at each meeting were unanimous in the sentiment that the acceptance of such a proposal would be unpatriotic. To such a degree was the populace moved that demonstrations attended with some violence resulted in Guayaquil and Quito. As a result of this display of feeling, the negotiations were suspended.

Why the people of Ecuador should cling so tenaciously to the archipelago is a mystery. Surely the islands are anything but a resourceful colony. Fifteen in number, they are situated on the equator, extending ninety miles on each side of the line; they are six hundred miles from the coast of Ecuador and a thousand miles from the Pacific entrance to the canal. The geological formation is indicative of their comparatively recent origin, for the soil consists principally of solid lava beds. The shores of the islands are steep and precipitous, owing to the rapid cooling of the molten lava. The interior is a vast expanse of lava, from level table-land of hard volcanic rock to rolling lava beds covered with the red dust so characteristic of volcanic regions. Gigantic bubbles, such as that shown in the photograph, abound; they are caused by the sudden cooling of the lava after the hot gases have formed and exploded. Deep cracks and crevices traverse the whole group. Naturally very little vegetation flourishes on such soil. Animal life is limited to iguana, lizards and the immense turtles (galapagos) whence comes the name of the archipelago. There are, besides, eight species of birds, of which the spotted owls that live in the crevices of the lava beds are the most numerous. The water in the vicinity of the group is very deep, and edible fish are abundant. Despite the proximity of the archipelago to the equator, the climate partakes of the nature of the temperate rather than of the tropical zone; this circumstance is due to the influence of the antarctic current.

Albemarle Island, the largest of the group, is ninety miles long and forty wide. It is a vast solitude, a deserted expanse of solid lava beds. All attempts at colonization have failed on this island, because of the scarcity of water and the little animal and vegetable life. A few mangroves thrive along the coast, while, on approaching the summits of the half-dozen large craters that rise to heights of four or five thousand feet, the cactus growth becomes dense, with an occasional palm to relieve the monotony. Through Cape Berkley, on the western coast of the island, the equator passes. On the southwestern coast, Devil's Point is formed by several large crater cones.

(Continued on page 435.)

In answering advertisements please mention "Leslie's Weekly."

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NABISCO

Sugar Wafers

suggest the fragrance of Spring blossoms, sweetness, goodness and purity.

NABISCO is the dessert confection of perfection—ideal with ices or beverages.

In ten cent tins
Also in twenty-five cent tins

CHOCOLATE TOKENS—a sweet dessert confection covered with creamy rich chocolate.

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We offer the small investor; the owner of a few hundred dollars, a plan designed especially for his convenience and safety.

On this plan, we buy 1 share or more of stock and 1 bond or more.

Send for Circular No. 110 - "Odd Lot Investment."

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Small Investments

We give special attention to the investment of small sums in securities of reliable corporations. Carefully prepared analyses of values and other information useful to investors upon request.

Connor & Co.

Established 1881
31 Nassau St., New York
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FRACTIONAL LOTS

We issue a Booklet,

Advantages of Fractional Lot Trading

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(MEMBERS N. Y. STOCK EXCHANGE)

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Too Careful

You cannot be too careful in the selection of your investment banker.

To help you to exercise so important a step in the investment of your surplus funds and to aid you in learning of the service we render to the individual investor, we earnestly refer you to any bank in the United States. Ask your local bank about us.

If we knew your address, it would be a pleasure for us to inform you as to how we surround the interest of our customers with every safeguard.

GEORGE H. BURR & Co.

BANKERS

41 WALL STREET NEW YORK CITY
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Yield 7½ Per Cent.

We offer a limited number of shares of the Preferred Stock of the

Knickerbocker Ice Company

OF CHICAGO

Common Stock, \$4,000,000

Preferred Stock, \$3,000,000

Outstanding Bonds and Notes, \$3,282,000

Surplus Dec. 31, 1910 - \$1,790,231.48

Earnings for the year 1910, \$461,355.56

Average annual net earnings for last five years, \$593,201

The company has paid 6 per cent. dividends for twelve years.

Plant value alone exceeds all outstanding stock and bond issues.

Write for Descriptive Circular A.

Walston H. Brown & Bros.

Members New York Stock Exchange

45-47 Wall Street - New York

FUNDING COMPANY OF AMERICA

40 Exchange Place, New York

Offers High Grade Investment Securities, including those of Industrial and Public Service Corporations, yielding 4½ per cent. to 6½ per cent. Details on request.

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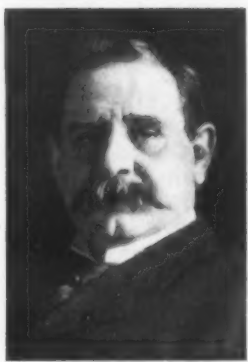
Always Bring Good Results



SECRETARY MACVEAGH



SECRETARY FISHER



SECRETARY DICKINSON

Three Chicago men in President Taft's Cabinet. The home address of both Secretaries MacVeagh and Fisher is Chicago, and while Secretary Dickinson's home is in Nashville, Tenn., it was from his Chicago law office that he came to Washington.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

I DO NOT look for any decided advance in prosperity in this country, no matter what other factors may be of vital interest, until the railroads are once more in the market as heavy purchasers of the varied assortment of materials they require. This assortment includes almost everything made in our factories. The railroads are the best customers, in times of progress and prosperity, of all the materials that enter into the construction of buildings, into the manufacture and furnishing of cars and into the making of locomotives. They not only spend their money in enormous sums for tracks, ties and ordinary labor, but they are one of the great, perhaps the greatest of all the buyers of skilled labor in mechanical lines.

We fail to realize the tremendous factor the railroads are in the purchasing world. Think, for instance, of the hundreds of millions spent by the Pennsylvania Railroad and the New York Central for their new terminals in New York City alone. Think of the excellent wages paid to the skilled labor employed directly on the railroads, like locomotive engineers, and of the high-class clerical work of the passenger and freight departments. Think for a moment that every supply furnished to the railroads must be of the finest quality—the rails, the springs, the upholstery, the woodwork and all the fixtures—for nothing commonplace or ordinary can be used. Quality is the first requirement, for it means, so far as equipment is concerned, not only safety, but comfort and elegance.

I have not the slightest doubt that, if the railroads of this country were relieved from the handicaps imposed by unnecessary, inquisitorial and oppressive legislation, so that they could once more borrow the money they need to increase their facilities to meet the demands of a great and growing country, we should have a sharp and sudden revival of business all along the line, making everybody happier.

The people generally do not understand the hardships that the railroads are suffering from the legislation of the past few years. I refer not only to the great railroad systems, but even to the traction lines in our cities and in smaller districts. An officer of the Brooklyn Rapid Transit Company, for instance, told me that bookkeeping methods, reports and data, much of them absolutely unnecessary, which had been required of that corporation by public service commissioners had imposed a cost of a million dollars a year. Recently President Howard Elliott, of the Northern Pacific, in reply to the ridiculous charge of Attorney Brandeis that the railroads were wasting \$300,000,000 annually by slipshod methods, made a statement, so plain, forcible and direct that I trust

every reader will go over it carefully. He tells one of the reasons why prosperity still halts in this wonderful new country, where prosperity might almost be expected to run on forever. This is what President Elliott says: I ask my readers if he is not justified and if he is not right:

Railways must either earn or borrow money with which to meet the expense of improving old lines and the cost of new lines, and for furnishing better trains and better service. They are suffering, the same as do individuals, from the rising cost of living; yet they are paying a bill of \$20,000,000 a year imposed by the people through board and commission control, much of which is of very doubtful value. It might be better for all business to give the railways a breathing spell, eliminate much of the useless and unnecessary restrictions under which they work and give them a chance to work out their problem of giving the public the service it wants by friendly discussion with that public, rather than to have constant friction and bickering.

I say all these things in connection with my Wall Street comments, because they have a direct bearing upon the latter. There can be no advance in the stock market until business conditions are so adjusted as to entitle stocks to an advance. The foundations of the business of this country are well laid. So are the foundations of prosperity. We are the envy of all the world because of our great natural resources which have never been properly developed, but we are the scorn of thoughtful men abroad because of the superficial treatment our lawmakers give to the great questions vitally affecting the welfare of our industries and railroads and thus of all our people.

Under such conditions my advice to my readers is not to sell their securities at a loss. If the market should have another sharp decline, as many believe it must, be prepared to take advantage of it by purchasing securities of the best class. Such a decline can only eventuate from some unforeseen and unexpected circumstance not yet in sight. I believe that strong interests have been accumulating stocks on every decline and holding them in the belief that the public will get over its hysteria, that the courts will open up a way for those who suffer from oppressive, violent and inequitable legislation and that at the approaching presidential election candidates will be named who will be of a conservative mold and of a satisfactory character, so that the country can have a breathing spell.

T., Cleveland, O.: The Autopress stock is not in the "safe investment" class. It is a business man's speculation.

P. M. S., Seattle, Wash.: I do not regard the American Telephone as attractive from the investment standpoint.

Aaron, Ariz.: I never heard of the stock to which you refer. It has no connection with Wall Street. Do not believe all that you hear or read.

S., New London, Conn.: The United Motors Co. controls by ownership the Rutherford Rubber Co., including the latter's patents for auto tires.

T. J. N., Butte, Mont.: It is difficult to advise regarding local securities having no connection with Wall Street, and largely influenced by local conditions.

D., Yazoo City, Miss.: If you have a good profit on your King Bee mining take it. Such propositions must obviously be highly speculative. If you take your profit you take no further chance.

D., Portland, Ore.: A very large number of oil companies was organized at the time of the Beumont craze, but most of them proved to be of little value. I never heard of the one to which you refer.

B., Philadelphia, Pa.: 1. If you seek a speculative investment a low-priced dividend payer like Ontario & Western or Kansas City Southern Pfd. would give you the opportunity on a rising market.

A higher-priced stock, paying better dividends, is that of the Texas Co., selling around 130 and paying 10 per cent. dividends. 2. Better buy what you can pay for. You can start with five shares or even less.

3. John Muir & Co., 71 Broadway, New York, are members N. Y. Stock Exchange. Write to them for their "Circular 110" on Odd Lots.

(Continued on page 431.)

INVESTMENTS

THE word "investments" means nothing but "stocks" to nine out of every ten individuals, while as a matter of fact, the record proves that stocks are not a satisfactory investment for even one man out of ten.

Any man who can save \$10. a month or who has saved \$200. or more can buy our mortgage certificates. They pay 4½% and payment of principal and interest is guaranteed absolutely by the Bond & Mortgage Guarantee Company.

Write us about how much you want to invest or return the coupon.

TITLE GUARANTEE AND TRUST CO

Capital and Surplus \$15,000,000
176 Broadway, New York City

I am considering investing \$.....
Kindly send me pamphlet and information.

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ADDRESS.....

175 Remsen St., Brooklyn 350 Fulton St., Jamaica

Just Issued CHART

Showing at a glance **High and Low** prices for ELEVEN YEARS OF FORTY ACTIVE RAILROAD and INDUSTRIAL STOCKS

FREE UPON REQUEST

LEAVITT & GRANT

Members Consolidated Stock Exchange of New York Since 1903

55 Broadway New York

BRANCH OFFICE: 48 West 22nd Street, New York

6% Timber Bonds

Secured by First Mortgage on one of the finest stands of timber on the continent. The bonds are a first lien on the land as well as on the timber and carry with them a participation feature which should give investors a net return considerably in excess of the 6% interest on the bonds.

Circular with full details on request

American Finance & Securities Co

5 Nassau Street New York

7% Short-Time Notes 8% Double Security

Are you aware that when Banks lend money to their customers at 6% nominally they actually receive 7 to 8%? You, as an individual, can do the same. Let me show you how. Write for list of long-established, prosperous concerns, well rated in Dun and Bradstreet, whose notes I offer in small amounts. Collateral twice the principal of note. Highest references.

FREE BOOKLET.

WILLIAM A. LAMSON, Formerly Nat. Bk. Exam. 60 Wall St., N. Y., Room 2701

Estab. 1904

8% 15% 25% Now Next Year Third Year

These figures are not guess work, but are based on actual Present results. Investments in sound manufacturing companies offer the highest degree of safety that can be combined with large dividends.

It will pay you to write at once for "CIRCULAR W," which contains information about \$10 shares in a prosperous company that will pay 8 per cent. on your money from the start, and 15 per cent. to 25 per cent. within two years.

The National Underwriting Company

350 Broadway, New York

If you want to reach the investor use the Financial Advertising columns of

LESLIE'S WEEKLY

Jasper's Hints to Money-maker's

are read by thousands of Leslie's Subscribers

Leslie's Illustrated Weekly

225 Fifth Ave., - New York

Jasper's Hints to Money-makers.

(Continued from page 430.)

E. Elyria, O.: I do not advise the purchase of U. S. Gold Dredging Co's stock.

W. Orange, N. J.: Quicksilver Mining Com. presents no attraction either from the speculative or investment standpoint.

S. Rock Hill, S. C.: 1. I cannot give ratings of firms or individuals. Mercantile agencies are best qualified to do this. 2. New York Stock Exchange houses all stand well.

Subscriber, Chicago, Ill.: I do not advise as to the standing of individuals, banks or trust companies. That is a matter that belongs to the mercantile agencies. It is a special line of investigation.

C. Glenullin, N. Dak.: I know of no Wall Street company that will loan money with which to purchase a farm. Such loans can usually be obtained from bankers or money lenders in the vicinity of the borrower, where the latter is known.

C. New York: 1. The Central and Southern American Telegraph Co. has extensive telegraph lines, and reports an increasing business, and a generous surplus. It seems to be well regarded. 2. New York bank stocks are generally in good favor.

D. New York: In making an investment in Pfd. industrials it would be well to study the reports of a number. Write to Spencer Trask & Co., 43 Exchange Place, New York, for their "Circular No. 50," describing a carefully selected list of bonds and Pfd. stocks.

Chino, Boston, Mass.: As the result of my experience and observation I am led to the belief that the mere listing of Chino and Ray Con. on the stock exchange signifies more than anything else that insiders are trying to make a market for their holdings. If you have a profit take it.

X. Y. Z., Newark, N. J.: 1. United Fruit Co. is doing a large and lucrative business, according to its reports. 2. It seems to be well managed. 3. Va. Car. Chem., in spite of its advance, is a fair speculation, and so are Am. Woolen Pfd. and Cotton Oil.

U. Utah Copper is in another class and more speculative.

J. S. P., New Prague, Minn.: As a rule it is not wise to buy stocks peddled about by agents receiving a high commission. If you wish to sell at any time it might be difficult to realize. On the other hand, if you buy securities listed on the exchanges you will always find a ready market for them at some price, either higher or lower than what you paid.

D. Freeland, Pa.: 1. I do not report on the standing of firms. It would be impossible for me to do this, as you can readily understand. That is the specialty of the mercantile agencies. 2. Leavitt & Grant are members of the Consolidated Stock Exchange at 55 Broadway, New York, and will deal either in curb or exchange stocks. 3. I do not advise McKinley Darragh as an investment.

A. New York: I hesitate to advise anyone to swap horses while crossing a stream. Am. Hide & Leather Pfd. sold a year ago at 40, on the belief that it might be absorbed by the so-called leather trust. An impression prevailed that the stock was being bought on recessions by those who believed in its future. I would not sacrifice it at a loss. Better hold it until business shows a greater revival on the stock exchanges.

B. Baltimore, Md.: 1. The Detroit United R.R. 4 1/2s at 82 are a fairly good public utility bond. There is always uncertainty about such securities. It is well to know what kind of a franchise they hold. 2. It will pay you to look over the select bond lists prepared by N. W. Halsey & Co., 45 Wall Street, New York, a banking house of high standing which makes a specialty of investment securities. Write for their "Circular L58."

M. Chicago, Ill.: 1. I do not see what you can do about the mining concern which refuses to answer your letters. I receive numerous complaints of this character, which abundantly justify my warning against the purchase of cheap mining, plantation, oil and other stocks which are peddled about by agents on prospectuses of the most absurd character. 2. Goldfield Con. is a highly speculative stock. If I had a profit in it I would take it.

M. Council Bluffs, Iowa: 1. I doubt if United Wireless will ever have much value. 2. The Seattle Company to which you refer is a local proposition. I can get no report. 3. Undoubtedly a great deal of money has been made in apple growing. The Rogue River Commercial Orchard Company of Medford, Oregon, offers good references and an easy plan for small investors. Write for a beautifully illustrated booklet fully describing the plan to H. S. Tomson, Rogue River Commercial Orchard Co., Dept. 24, Medford, Oregon.

D. Chicago, Ill.: The rate of interest away from

Reasoned It Out

AND FOUND A CHANGE IN FOOD PUT HIM RIGHT.

A man does not count as wasted the time he spends in thinking over his business, but he seems loth to give the same sort of careful attention to himself and to his health. And yet his business would be worth little without good health to care for it. A business man tells how he did himself good by carefully thinking over his physical condition, investigating to find out what was needed, and then changing to the right food.

"For some years I had been bothered a great deal after meals. My food seemed to lay like lead in my stomach, producing heaviness and dullness and sometimes positive pain. Of course this rendered me more or less unfit for business, and I made up my mind that something would have to be done.

"Reflection led me to the conclusion that over-eating, filling the stomach with indigestible food, was responsible for many of the ills that human flesh endures, and that I was punishing myself in that way—that was what was making me so dull, heavy and uncomfortable, and unfit for business after meals. I concluded to try Grape-Nuts food to see what it could do for me.

"I have been using it for some months now, and am glad to say that I do not suffer any longer after meals; my food seems to assimilate easily and perfectly, and to do the work for which it was intended.

"I have regained my normal weight, and find that business is a pleasure once more—can take more interest in it, and my mind is clearer and more alert."

Name given by Postum Co., Battle Creek, Mich.

Read "The Road to Wellville," in packages. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

congested centers is always higher than in sections where money is plentiful. For this reason the rate is considerably higher in new sections than in those that are well settled, while the security may be equally good in both. This is a matter for careful investigation by the investor. Obviously I cannot have exact knowledge of local conditions. It ought to be easy to send for references.

J. B. G., New Britain, Conn.: 1. N. Ont. Y. & W. pays 2 per cent. dividends a year and around 40 yields about 3 per cent. on the investment. The control of this stock was bought by the New Haven & Hartford around 45 or 46, it is said, and 4 per cent. bonds issued in payment. The dividends are being earned. 2. All members of the N. Y. Stock Exchange in good standing are well regarded. I cannot give a mercantile agency report.

S. Providence, R. I.: You are correct in the statement that 8% can be had on short time loans such as banks make. The reason why these are not bought by investors generally, is because investors want to put their money into something for a long term of years, and do not care to reinvest at short intervals. Williams A. Lamsdell, formerly national bank examiner, deals in these loans. You can address him for particulars at Room 2701, 60 Wall St., N. Y.

W. Patchogue, N. Y.: The Cloverleaf 4s which have recently declined are still being held by heavy holders who believe in them. Years ago when they sold much higher I spoke of them as an attractive speculation. I did this because of the statement by a very prominent official of the company and a large holder of its bonds that he regarded them as safe. Earnings do not show that dividends on the Preferred stock should be paid on a conservative basis. There is still a good margin beyond the interest required to use the bonds, and for that reason the latter ought not to be sacrificed at a loss.

American Woolen, Providence, R. I.: I do not see why the stockholders of the American Woolen Company should make a fuss over the purchase of the common stock by the officers to retire it. This has been the practice of a great many other corporations, including the so-called Steel Trust. If we are to have an investigation of this plan of operation by the great corporations in one case let us have it in all. I do not say that I believe that this is a good system to follow but it has been followed by so many corporations that there is no reason why the American Woolen Company should be selected as a special target for abuse because it has done what others have been doing for a long time.

Anxious, Chicago: 1. A very excellent way to make your investments or to speculate is by looking over the special lists prepared by brokers and bankers for their customers. Write to George H. Burr and Co., bankers, 41 Wall St., New York, for their descriptive "Circular 350" on bonds, preferred stocks and short time notes. 2. Kansas City Southern pays 4% a year and Texas Company 10%.

Either of these is a fair speculation. 3. You can buy any number of shares from one, upward. An interesting booklet on the advantages of fractional lot trading will be sent to any of my readers who will write to E. Pierson, Jr., Pfd. Co., member N. Y. Stock Exchange, 74 Broadway, New York.

Safety, Toledo, O.: I would not advise you to carry cash on your trip abroad, or on an extended trip at home, excepting what you may need for current expenses. It is easy to provide yourself with travelers' checks, which are accepted by hotels and stores generally as well as in this country.

It is wiser to take them than to risk possibilities of losing your money, or having it taken from you. Furthermore, these checks will help to identify you among strangers. Write to the Bankers' Trust Co., 7 Wall Street, New York, for a copy of the interesting free booklet on "The International Tourists' Credit." You will readily see the advantage of these checks. You can buy from your own bank.

Vindex, N. Y.: 1. I do not regard the Sears Roebuck Com. with favor, excepting as a speculation. The large increase in the capital, considering the risky and competitive character of the mail order business, seems undesirable from a conservative standpoint. 2. U. S. Motors Pfd. is a better speculation than the common. 3. Norfolk and Western, last year, from 88 1/2 to 108-5-8.

It is high enough for a 5% stock, though there has been talk of increased dividends. These can hardly be expected under existing conditions. 4. American Tobacco Pfd. is not unattractive. 5. Express Company stocks are not as favorably regarded in view of the agitation against them. 6. United R. Inv. like many other public utility stocks, has merit. It is not in the strict investment class.

American Ice, Boston, Mass.: 1. The American Ice Co., according to its last statement, is earning a surplus applicable to dividends, and its financial condition shows decided improvement. With a vigorous, active management dividends could be paid, and selling at less than \$25 a share, the stock looks like a fair speculation. 2. Among the low priced dividend payers of a speculative character are Distillers, and American Malt. 3. American Beet Sugar Common is earning dividends, but none is being paid. It looks like a fair speculation. 4. Information about any particular stock will be freely furnished to my readers on request, by Connor & Co., members N. Y. Stock Exchange, 31 Nassau St., New York. This firm pays special attention to small investments.

Beginner, Portland, Me.: I advise anyone who wants to begin to accumulate for a rainy day to follow the plan of making his money earn something as quickly as possible, so that it will be earning interest while he sleeps. If you have only ten dollars a month in savings you can get 4 1/2% for it, and have it accumulate until you are ready to put it into a substantial investment. Thousands are doing this with great satisfaction through an easy plan established by that well known and substantial institution, the Title Guarantee and Trust Co., 176 Broadway, New York. Write to that company for its booklet on "The Safe Way to Save," and mention Jasper. You will see how easily it can be done.

There is no question as to the safety of this great trust company.

American Ice, Newark, N. J.: The annual meeting of the American Ice Securities Co. was recently held at the out-of-the-way place of Camden, N. J., and was not very largely attended. Perhaps that was the reason it was held so far from New York City. The old board of directors was re-elected, including three employees of the company. The stockholders had sent in so many proxies to the officers that the latter had everything their own way. Proxies for over 5,000 shares sent me were useless against the 80,000 shares sent by thoughtless shareholders to the officers. The annual report of the Ice Securities Co. is of little significance because this is only a holding company. Its assets are represented by its ownership of the stock of the American Ice Co., which is the operating concern. The report of the latter given out at the recent annual meeting showed a comfortable surplus applicable to dividends on the stock of the American Ice Securities Co. If stockholders of the American Ice Securities Co. who believe that with proper management dividends could be paid had refused to send their proxies to the officers but had turned them over to a stockholders committee, the situation might have been different, and something besides a dummy board of directors might have been selected. It is only fair to say, however, that an effort is being made in behalf of the stockholders to secure representation on the board and that overtures to this end have been not altogether unfavorably received. I advise the shareholders not to sacrifice their holdings, but to await developments.

NEW YORK, April 6, 1911. JASPER.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

ACCORDING to reliable statistics, the number of women who are taking out insurance policies is constantly increasing. After all, this increase is what should be expected.

In answering advertisements please mention "Leslie's Weekly."

More and more women are becoming bread-earners. Almost every field of activity is now open to both sexes. It is just as much a duty for a young woman who has aged parents depending upon her for a living to take out an insurance policy as it is for a young man under similar conditions. Then, too, the thoughtful young woman looks out for the time when she can no longer work. The fact that she may—and often does—marry does not change the aspect of the case. A young lady is not a bit less attractive because she carries an insurance on her life. Indeed, it is a pretty good proof that she is of the sensible sort. While I believe the husband, under ordinary conditions, should carry all the insurance that the family can afford, I am glad to see that women who are wage-earners are taking out policies. Women are so susceptible to "bargain prices" that I want to warn them against "cheap insurance," which is really no insurance at all, and to urge them to be sure that their policies are in well-established, reliable companies.

Latimer: The Travelers of Hartford is all right. P. Boone, Iowa: The whole life contract of the Metropolitan has commendable features. Reader, Wheeling, W. Va.: Anonymous communications are not answered. Please read note at head of my department.

D. Muskegon, Mich.: The Travelers of Hartford and the Preferred Accident of New York.

H. B. T., Boston, Mass.: The New England Order of Protection is an assessment association. I prefer old line insurance.

H. Orange, N. J.: The Continental Casualty Co. of Chicago, reports a handsome surplus and seems to be doing a good business.

G. San Antonio, Tex.: I would prefer the New York Life or the Equitable to the company you mention. They are larger and their record is good.

C. C. Oil City, Pa.: I still believe it is not wise to mix insurance with stock speculation, but you must be your own judge as to what chances you choose to take.

G. Mumford, N. Y.: I think every man ought to safeguard the future by carrying at least some life insurance. The Provident Life of Philadelphia is the better of the two.

K. Chicago: I do not advise the purchase of insurance stocks. A great many are being offered. Statements by agents who are selling them will not, as a rule, stand examination.

K. Marysville, Cal.: The Bankers Life of Des Moines is in the assessment class and as a rule assessment concerns are obliged to increase their rates as death losses increase. My preference would be an old line company, therefore.

S. Detroit, Mich.: The suit against the Northwestern Mutual Life of Milwaukee, alleges that the \$30,000,000 policyholders' dividend fund has dwindled to \$25,000,000 through the unlawful operations of its custodians. I do not question the financial standing of the company.

M. Council Bluffs, Iowa: The Postal Life of New York is able to offer lower rates because it avoids the payment of commissions to agents and makes its collections by mail. This is the basis also of the guaranteed dividends. It recently took over the policies of the Provident Life with the consent and approval of the State Superintendent of Insurance of New York. You can get the rates and the forms of policies by writing to the Postal Life, 35 Nassau St., New York, stating your latest birthday and your occupation.

2. The address of the Superintendent is the Hon. William H. Hotchkiss, State Superintendent of Insurance, Albany, N. Y. 3. I do not answer Wall Street inquiries. That belongs to another department.

Hermut

No Metal Touches the Skin

Brighton Garters

The New Form of the Old Favorite

25¢ everywhere or by mail

Pioneer Suspender Co. Philadelphia

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On this Wonderful

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YOU ARE THE ONLY JUDGE of the engine and its merits. 25,000 satisfied users. Material and workmanship guaranteed for five years.

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Fewest moving parts of any practical engine on the market. Nothing complicated or liable to get out of order. Only three moving parts. Extra long plastic white bronze bearings. Vanadium steel crankshaft. Adjustable steel connecting rod. All bearing surfaces ground. French gray iron castings. Water-proof ignition system. Runs at any speed from trolling to racing.

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THE C. J. LUNDSTROM MFG. CO., Little Falls, N. Y. Manufacturers of Sectional Bookcases and Filing Cabinets New York Office: 372 Broadway



To bring that picture's colors back
Apply a coat of Jap-a-lac.

UNLESS oil paintings are varnished at least once a year, they grow dingy and dull and lose their original charm. With a few minutes' time and a few brushfuls of Natural Jap-a-lac thinned with turpentine, your pictures will be twice as attractive.

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Renews Everything from
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For hardwood floors; for restoring linoleum and oilcloth; for wainscoting, rooms; for re-coating worn-out, tin or zinc bath tubs; for brightening woodwork of all sorts; for coating pantry shelves and kitchen tables; for varnishing pictures (when thinned with turpentine), and gilding picture frames and radiators; for restoring go-carts and wagons; for decorating flower pots and jardiniere stands; for re-painting trunks; for restoring chairs, tables, iron beds, book cases, and for a thousand and one uses, all of which are described and explained in a little book which you can have for a little request on a post card. For sale everywhere—it wears forever. Look for the name of Glidden as well as the name Jap-a-lac. There is no substitute.

All sizes 20c. to \$3.00
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How a Moving-picture Man Invaded the Arctic

By WILLIAM THORNTON PROSSER



HERD OF WALRUS PERFORMING FOR A MOVING PICTURE MACHINE.



NATIVE ALASKANS DOING THE SEAL DANCE FOR THE CAMERA MAN.



HERD OF REINDEER AT ONE OF THE MISSION STATIONS

THE moving-picture machine has brought back from many lands and many climes a living likeness of strange peoples and strange scenes, but only recently has life above the arctic circle, with its interesting men and animals, been reproduced upon the gelatin film. In their desire for the novel and the picturesque, the cinematograph operators have scoured the globe, prying every day into a new nook or cranny; yet always have they met the greatest difficulty in obtaining scenes from the far north. Failure has been the reward of expeditions that went uncomfortably near the regions of the Pole. Unseasoned photographers have gone from steam-heated developing-rooms and warm temperatures to the Esquimau land, and have returned frost-bitten and discouraged.

It remained for a photographer who had spent years in the arctic regions to bring back the much-coveted pictures. Two winters and a summer season he passed in quest of scenes and events that would faithfully portray the northern Alaska inhabitants, with their hunting, their sports and their religious observances. The result is close to five miles of films, recording almost every phase of northern life, from the gold-mining operations of the big companies to the dance of the natives upon the successful conclusion of a seal hunt, from the dog races that cause all the eyes in Alaska to turn toward Nome each year to the reindeer herds that in nine years have increased from 700 to 30,000.

Before starting for Seattle from Nome, this photographer, B. B. Dobbs, showed his films to the people of the gold beaches. Among the spectators

was James Wickersham, Alaska's delegate in Congress. So greatly was Judge Wickersham impressed with the series that he made a special request upon Mr. Dobbs that he show his pictures before President Taft and the Cabinet and offered to make arrangements in Washington for the exhibition. Even Nome, accustomed as it is to such sights as Mr. Dobbs's film rolls offered, turned out almost en masse to see his camera portrayal.

The early rush of gold seekers carried Mr. Dobbs to the northern fields, but he went as a picture maker, not as a treasure seeker. His photographic work in the Klondike and later in various parts of Alaska brought him a wide reputation, but only at a comparatively recent date did he become interested in moving pictures. Then, after he had met remarkable success where so many others had failed, he almost lost all the fruits of his labors, as well as his own life, on the little gasoline schooner, *Bender Brothers*, on which he was making his way back to Seattle, long after bigger and stancher vessels had sought safety from the winter ice of Bering Sea. The *Bender Brothers* was carried by a storm far toward the Siberian coast. The stock of provisions and the store of fresh water gave out, and before the frail craft could get her bearings again and make harbor in the Aleutian Islands, stale rainwater and reindeer meat for ten days constituted the fare of those aboard. The *Bender Brothers* had been given up for lost when she finally poked her nose into Puget Sound.

"I can truthfully say that the time I have spent in making moving pictures in the far north has been the most

(Continued on page 433.)

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war talk. lieves, the certainly of and suffers age woman

THE M very Prin dean of Eu throughout There was ties of al chanted in views were themselves Few men l tant a rol though he proclaimed for more th lifetime of young prin greater pa and when the throne that the re fell upon the gold. King throne on t so very ec left the tas After the c Otto, was f and in 1886 official Pri He has bee central Eur war of 186 Bavarian t the Prussia France, wh decoration

People Talked About

ONE WHO follows the Mexican situation closely is Madam de la Barra, the beautiful bride of the former Mexican ambassador, now minister of foreign affairs in the new Diaz



MADAM DE LA BARRA.
The charming bride of the former Mexican Ambassador.

cabinet. She has from the first been a charming figure in Washington and through the Mexican discussion Madam de la Barra came in for a share of the attention, but she was responsible for no

Cross. He is still active and is, perhaps, the most democratic ruler in Europe. He rides and walks about the city of Munich with only an army officer as his escort. He is particularly gracious to Americans, and last summer, when so many of our countrymen passed through Munich on their way to the Passion Play, they were delighted with the manner of the old Prince, who never failed to recognize them with a bow as he passed. He is fond of walking in the public park of Munich and may frequently be found feeding the swans on the lake, who have come to know his call.

WHILE congratulations continue to pour in upon the affable new chairman of the Ways and Means Committee of the House of Representatives, there has been just as much satisfaction shown that Mrs. Oscar W. Underwood, of Alabama, is to share the high social honors with her husband. In fact, in these channels the gallant Mr. Underwood is known as the husband of Mrs. Underwood. And, with the attractive personality of Mrs. Underwood in mind, we would be the last to differ from that viewpoint. She came to Washington as a bride six years ago, from Birmingham, Ala. Mrs. Underwood had given much time to the study of music here and abroad. When she was but ten years old her lessons began in the Cincinnati Conservatory. An apt pupil, she received a definite offer



LUITPOLD, PRINCE REGENT OF BAVARIA. PHOTO, MRS. C. R. MILLER
Ninety years old, hale and hearty, he is one of Europe's most popular rulers.

war talk. Universal peace is, she believes, the hope of every woman's heart, certainly of that which feels and loves and suffers as does the heart of the average woman.

THE NINETIETH birthday anniversary of Prince Luitpold, the Prince Regent of Bavaria and dean of European rulers, was celebrated throughout Bavaria on March 12th. There was general rejoicing and festivities of all kinds. Te Deums were chanted in all the churches, military reviews were held and the people enjoyed themselves after the Bavarian fashion. Few men living have played so important a role in German history. Although he has steadfastly refused to be proclaimed King, he has ruled Bavaria for more than sixty years. During the lifetime of his father, King Louis I., the young prince was intrusted with the greater part of the executive duties; and when Maximilian II. succeeded to the throne he was in such poor health that the responsibilities of ruler again fell upon the shoulders of Prince Luitpold. King Louis II., who came to the throne on the death of Maximilian, was so very eccentric that he, too, gladly left the task of governing to his uncle. After the death of this King, his son, Otto, was found to be hopelessly insane, and in 1886 Prince Luitpold became the official Prince Regent of the country. He has been a figure in the history of central Europe since 1835. During the war of 1866 he took command of the Bavarian troops and later fought with the Prussians during their invasion of France, where his valor won for him the decoration of the first class of the Iron

to the concert stage and was much disappointed that her father would not allow his daughter to accept. It looked for a time, after her marriage, as the result of diphtheria, that she would lose her singing voice. There was an anx-



MRS. OSCAR W. UNDERWOOD.
Wife of the new chairman of the Ways and Means Committee.

ious period, but now Mrs. Underwood has resumed practicing and the expectations are that she may soon be able to regain the previous standard of excellence. Mrs. Underwood is very fond of her home. One day a woman asked her about the negro question in Alabama. Mrs. Underwood answered that the question had resolved itself into how to get a good cook and then how to keep her.



Never Wears Out

When you buy your car be sure to look beyond the mere article

LOOK up the concern back of it—its standing, reputation, size and business dealings—that is the guarantee that makes you safe.

For over half a century the name Corbin has stood for the best—whether locks, hardware or automobiles.

Behind every Corbin Car is a world-wide reputation. When you buy a Corbin you get a car produced in one of the best equipped and most thorough plants in the country.

A car made of strongest materials by skilled workmen who are their own severest critics.

A car that will give you dependable service and prove the cheapest and most economical by far in the end.

A car that is built expressly for every-day, steady, hard use. Easy to get at operating parts—large roomy seats—upholstered in the best quality of leather—a car of elegance and beauty—combined with durability and exceptional wearing qualities.

It isn't the first cost that should influence you altogether—it is the cost of maintenance that

proves both the economy and worth of an automobile.

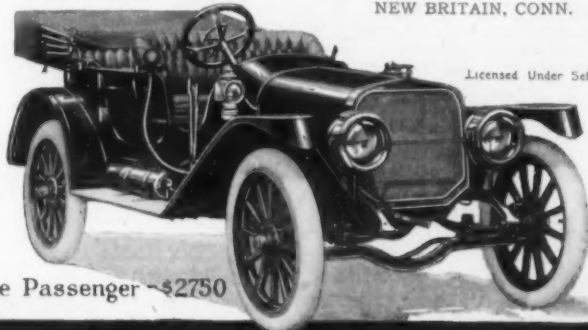
The actual performance of Corbin Cars in the hands of owners is one of the best guides to follow in your purchase. What it costs to run—the up-keep—is the real test.

Good reports are coming in from Corbin owners from all parts of the United States. They reflect the kind of material, the stability, the satisfactory running qualities, the perfectness of the Corbin Car, which is still further proof of superior value and consequently a car that will give lasting service and satisfaction.

The 1911 Model 18 Corbin Five Passenger Touring Car \$2750 is equipped with Imported Magneto, Top with full set of side Curtains, Prest-O-Lite Gas Tank, Headlights, Side and Tail Lamps, Batteries, Tire Holders, Q. D. Rims and full set of tools, etc.

Write today for our beautifully illustrated catalogue showing all models, including our 40 for \$3000 and 50 for \$3500.

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SPREAD Karo on bread and griddle cakes. Use it in cooking. Make Karo Candies.

Growing children thrive on Karo—the food syrup—rich in strength and nourishment—readily digested.

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NEW YORK

P. O. BOX 161



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The Tale of Goodyear Tires

We have invented a tire which can't rim cut—called Goodyear No-Rim-Cut tire. Over 500,000 have been sold to date.

The method of fitting on any standard rim lets us make this tire 10% oversize. And we do it—adding 25% to the average tire mileage without extra cost.

Because of these features, our tire sales trebled last year—jumped to \$8,500,000. Yet these patented tires, during most of the year, cost one-fifth more than other standard tires.

Pioneering

Twelve years ago the automobile tire was a new and most difficult problem.

All we had to guide us was what had been learned in the making of bicycle tires.

There was no such thing known as a Quick Detachable Rim. So tire manufacturers adopted a clincher type which could be stretched over a one-piece rim. Until the invention of the Quick Detachable Rim—the standard rim of today which makes No-Rim-Cut tires possible—they clung to that ancient construction. The result was a tire which rim-cutting ruined if run partly or wholly deflated.

That was one of the problems we set out to solve. Another was to find the limit in wear-resisting treads. Another to minimize the danger of puncture.

The terrific strain offered problems in fabrics, in weaving and wrapping, in formulas and vulcanizing methods. And all had to be solved by research and experiment.

Expert Help

The construction of our tires has been the result of a combination of men experienced in the rubber business in a practical way for years. They have had the help of a laboratory, of experimental and testing departments, all in the hands of expert chemists and engineers from the best technical schools in the country. These men have devoted all their time to the solving of tire problems.

Testing Tires

To prove out their ideas—to compare one with another—we devised a tire-testing machine.

This machine tests four tires at a time. It tests them by wearing them out—by

pounding and straining—by simulating all road conditions. And meters record the mileage.

Forty different formulas for wear-resisting treads have been put to the test here. About 200 fabrics have been compared one with another. Every method of weaving, of wrapping, of vulcanizing has been put to the test of use.

The answer told which was best.

On this same machine all rival tires are tested side-by-side with our own.

We have created and tested, compared and discarded, scores upon scores of ideas. By this ceaseless delving and sifting, continued for years, we have gradually found what was best.

The Result

After twelve years the result is a nearly perfect tire. Last year, under a liberal warrant, our cost of replacement was but 8-10 of one per cent.

It is not unusual for the Goodyear tire to run from 6,000 to 10,000 miles without puncturing. It is not unusual to run a whole season without appreciable wear.

All this was done to lay the foundation for the tire sensation which we control—the Goodyear No-Rim-Cut tire.

Compare the No-Rim-Cut tire with the ordinary. We make both.

This year—at an equal price—64 leading motor car makers have contracted for Goodyear No-Rim-Cut tires. The demand is greater, by six to one, than for our clincher tires.

This avalanche of favor, due to the saving of millions, seems like a sudden sensation. But back of it all there are twelve years of tire making—of invention, experiment and ceaseless tests.

To make you a better judge of your tire needs, please let us tell you about them.



The No-Rim-Cut Tire

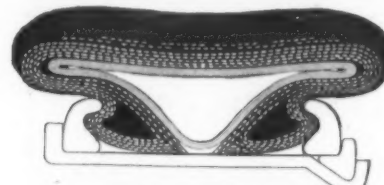
The pictures show them on the same rim—the standard rim for quick-detachable tires. Also for demountable rims.

With the No-Rim-Cut tire the removable rim flanges are set to curve outward. With the ordinary tire they are set to curve inward—to grasp hold of the hooks in the tire.

In the new way the rounded flange makes rim-cutting impossible. In the old way the thin edge of the flange digs into the tire. The result is to quickly wreck a tire run flat.

The secret is this: There are 126 braided piano wires vulcanized into the base of No-Rim-Cut tires. That makes the tire base unstretchable. Nothing can force the tire off the rim until you unlock and remove the rim flange.

These braided wires contract under air pressure. When the tire is inflated it is held to the rim by a pressure of 134 pounds to the inch.



Ordinary Clincher Tire

That is why the hooked base is unnecessary. Not even tire bolts are needed.

This feature we control. The best way to make a safe hookless tire is with flat braided wires, which cause the tire to contract under air pressure. Single wires or twisted wires won't do.

10% Oversize

The No-Rim-Cut tire, because of the extra flare, can be made 10 per cent. oversize. And we do it. That means 10 per cent. more air—10 per cent. greater carrying capacity—to take care of the extras which overload nine other cars in ten.

In cars fully equipped exact size tires are generally loaded beyond the intended limit. That is the cause of most blowouts. Our oversize, with the average car, adds 25 per cent. to the tire mileage. These two features together—the No-Rim-Cut and oversize—usually cut tire bills in two.

Yet Goodyear No-Rim-Cut tires now cost no more than tires that rim cut—tires not oversize—of any standard make.

Our new Tire Book is filled with money-saving facts which motorists should know. It is the result of 12 years spent in tire making. Ask us to mail it to you.

GOODYEAR
No-Rim-Cut Tires

THE GOODYEAR TIRE & RUBBER COMPANY, Lambert Street, AKRON, OHIO

Canadian Factory, BOWMANVILLE, ONT.

Main Canadian Office, TORONTO, ONT.

Branches and Agencies in All the Principal Cities

(295)

We Make All Sorts of Rubber Tires

How a Moving-picture Man Invaded the Arctic

(Continued from page 432.)

interesting period in my life," declared Mr. Dobbs, in Seattle. "The field was absolutely new and I found a charm in every feature of it. And I did not have my scenes enacted especially for my camera. I took the life in its natural state, in order to give it the more faithful likeness. Only once did I have anything staged for me, and that was hardly an exception. To get the native seal dance upon my film, I asked that the dancers repeat the weird incantation that they had just held in celebration of their success upon the hunt, and this they did just as it had been done before my arrival."

Inclosed to the eyes in furs, Mr. Dobbs lived with the Esquimaux and Indian tribes of the Bering seacoast, until they came to know him and trust him as one of their own. He was taught how to fight the tremendous cold of the arctic and to battle single-handed against the storms that sweep the fields of ice and snow that obliterate the line 'twixt sea and shore, although many frost bites serve to remind him of his northern life.

"To me the most interesting experience of all came in watching the walrus hunt," said Mr. Dobbs. "Nine hundred feet of film reproduce the scene as I saw it. Far out in Bering Sea a herd of walrus, estimated to number one hundred thousand, looked like a great black mass. As they approached the shore, one came to realize what a multitude of sea monsters had gathered together in a great family. And, with their approach, an eerie, uncanny noise became a roar.

"At the first crackle of the rifles, the leaders of the herd lift their heads out of the water and cock them to one side

in simple-minded curiosity. The natives are good shots and aim for the eyes, as the walrus hide is so tough that an ordinary bullet is likely to be deflected or fail of its purpose. As the big animals are slain, their carcasses sink to the bottom unless they are quickly dragged ashore or buoyed with the aid of a harpoon.

"To see the water churned into a turmoil as the thousands upon thousands of walrus lash about and to hear the shrieks of the wounded piercing the roar of the multitude is indeed an experience one will never forget."

A walrus grown to full size weighs from one to two and a half tons. A fine grade of ivory is obtained from the tusks, though it is more yellow than the African ivory. It is coming more and more into general use in the fine arts and for piano keys. The thick hide of the bigger animals weighs from six hundred to eight hundred pounds. In its raw state and on the shores of Bering Sea it is worth not more than two and a half cents a pound, but when it is transported to the market and made ready for commercial use it has a value of about \$2.50 a pound.

The natives are a people one learns to admire, Mr. Dobbs says, for they are honest, trustworthy and have a fine physique, although very susceptible to tuberculosis and other ills that are brought by contact with civilization. The canned-food products are their greatest delight and one of their greatest sources of ailments, for their gastronomic paraphernalia has not adapted itself readily to the new diet after generations upon generations of forbears who have thrived upon blubber and walrus meat.

"One of the studies in the far north is the combination of the native and the reindeer," continued Mr. Dobbs. "More and more is the reindeer becoming motive power for transportation. In the first place a reindeer is as uncertain a quantity as a Southern mule and has a much more volatile disposition. It simply is impossible to make him do anything, though he can be coaxed into most any course of action. But being somewhat stolid and stubborn, the native does not like to adapt himself to the reindeer, and the result is that the reindeer is the boss of the camp. The animal and the man will come to understand each other better as time goes on, for they haven't been acquainted long.

"I secured some particularly fine pictures of the dog teams that each year race for the all-Alaska sweepstakes, over the trail between Nome and Candle. Excitement in Nome and along the course reaches fever heat when this event is in progress over the two hundred and ten miles. Alaskans from the great Treadwell mine in southeastern Alaska to Point Barrow in the far arctic watch the contestants. Thousands of dollars in yellow dust are wagered upon the favorite malmute teams and their drivers, and the winners are feted and lionized."

The pictures show how the impatient dogs are harnessed, straining to be off; how the leader, a particularly intelligent animal, pulls and tugs and barks into the frosty air, the gleam in his eye betokening his determination to carry his mates to victory. Then comes the signal to be off, and the driver must be quick indeed to leap aboard his sled before the dogs have carried it a block away. With snow flying in clouds and a temperature of fifty or sixty degrees below zero, the

racers are on their way. Couriers posted along the course bring back tidings to the excited people of Nome; who have taken a holiday for the event.

From an ethnological viewpoint Mr. Dobbs's pictures are of much value, as the native peoples are undergoing the same changes that the American Indian has passed through. To have them pictured in their original state is a record which will be found of inestimable value in future years.

Mr. Dobbs plans to return to the north next year and hopes to obtain living pictures of the volcanic action that disturbs the fringe of islands that separates Bering Sea from the Pacific Ocean. Mt. Shishaldin is frequently in eruption, along with other volcanoes in the vicinity, while a pictorial reproduction of some of the marvelous transformations that occur in the Bogoslof group of islands would be worth a fortune to any man.

Good Example in Profit Sharing.

IN EVERY business every clerk should regard himself as a partner and become a profit sharer—which means a partner—whenever his merits justify. The Marshall Field Company, of Chicago, has provided a co-operative and copartnership plan, whereby twenty-five department heads will receive allotments in stock at once. Ultimately it will extend to many others. Those who are unable to purchase stock outright will take a certain number of shares and pay for them gradually out of their profits from the business. Enthusiastic and loyal support among all employees would be promoted by the extensive adoption of the profit-sharing idea.

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They mend all leaks instantly in gas, water, hot water bags, smoking stoves, etc. No heat, solder, cement or rivets. Child can use them. Fit any surface. Perfectly smooth. Household necessity. L. Miller, a Wis. schoolboy, sold 4000 boxes after school, making \$750 profit. Mrs. Gatt made 52 sales in 54 calls. Wonderful opportunity for live agents to own and operate bound new permanent business. Franchise enormous. 25¢ apiece. Send for sample box, like complete box assort. also, 25¢, postpaid. Write at once, COLLETTE MFG. CO., Box 153 Amsterdam, N.Y.

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Will instantly stretch the shoe at any spot where needed, and thus remove the pressure on Corns, Bunions, etc. Simple, Practical and lasts a lifetime. \$1.00 prepaid. State for man or woman. Money back if not satisfactory. Write for free Booklet "Feet, Their Appearance and Comfort," giving valuable information gathered from our 30 years' experience in making lasts over which shoes are made. KOSTER LAST MFG. CO., 10 Lock St., Buffalo, N.Y.

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will mail, free, their newly enlarged Catalog of Band Instruments, Uniforms and Equipments. Hundreds of Fine Illustrations describing every article required by Bands or Drum Corps, including Uniforms, Trimmings, etc. Contains Instructions for Amateur Bands, Exercises and Scores, Drum Major's Tactics, By-Laws, Selected List of Band Music.

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AGENTS.—Sunlight at night: our Incandescent Kerosene Mangle Burners fit all screw-candle lamps; burn with or without mantle; appeal to all using lamps; prices defy competition; particulars free. Simplex Gaslight Co., Dept. L., New York.

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MEN WANTED, age 18-35, for firemen \$100 on all North American railroads. Experience unnecessary; no strikes. Positions guaranteed competent men. Promotion. Railroad Employing Headquarters—over 400 men sent to positions monthly. State age; send stamp. RAILWAY ASSOCIATION, Dept. 457, 227 Monroe Street, Brooklyn, N.Y.

MISCELLANEOUS

PATENTS: For facts about Prize and Reward offers and inventions that will bring from \$5000 to 10 Million Dollars; and for books of Intense Interest to Inventors, send 8¢ postage to Pubs. Patent Sense, Dept. 91, Barrister Bldg., Washington, D.C.

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COINS

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50 Engraved Visiting Cards \$1.00

Including name and copper plate. Monogram Stationery and Wedding Invitations engraved and printed, sent prepaid. Write for samples. The Estabrook Press, 191-S Tremont St., Boston.

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MAGIC FISH LURE. Best bait ever invented. You catch a string of fish while your friends are waiting for a bite. 25¢ a box. Positively Guaranteed Write for booklet and circulars. Borchard Bros. 3429 Oregon Ave St. Louis, Mo

BIG PROFITS. Open a dyeing and cleaning establishment, very little capital needed. We tell you how. Booklet free. BEN-VONDE SYSTEM, Dept. 8-A, Staunton, Va.

The Standard Whisky

One hundred and thirty-one years "The Standard by which All Other Whisky is Judged"—the whisky our forefathers knew and relished. The recognized medicinal whisky. The whisky for all who appreciate more than ordinary excellence in liquor.

James E. Pepper Whisky

"Born With the Republic"

If your dealer can not supply you we will send direct, charges prepaid, anywhere East of the Rocky Mountains, at following price:

4 qts. \$5—Bottled in Bond—12 qts. \$15

Money back if not satisfied.

The James E. Pepper Distilling Company
Dept. 119 Lexington, Ky.

Will Uncle Sam Buy the Galapagos Islands?

(Continued from page 429.)

Conway Bay, on the east side of the island, is well protected from the sea, thus affording excellent anchorage in seven or eight fathoms of water. Narborough Island, to the west of Albemarle, is a single, large, extinct volcano.

Although Albemarle is the largest island of the archipelago, Charles Island, to the southeast, is the most interesting because it is the only one of the group known to be inhabited. On this island a handful of fishermen have settled. La Floreana, the only village, consists of a few scattered huts. The population, about two hundred in number, rely on the rainfall for their water supply. Here, in 1893, the government of Ecuador established a penal colony.

How To Eliminate the Fire Peril.

(Continued from page 419.)

A law now in existence gives wide scope to the fire commissioner to direct the installation of proper fire-fighting appliances, such as sprinkler heads. It puts the matter under his discretion, but it is impossible for him to enforce it, and practically it does not operate. It is Section 762 of the charter and reads:

"The owners and proprietors of all manufactories, hotels, tenement houses, apartment houses, office buildings, boarding and lodging houses, warehouses, stores and offices, theaters and music halls, and the authorities or persons having charge of all hospitals and asylums, and of the public schools and other public buildings, churches and other places where large numbers of persons are congregated for purposes of worship, instruction or amusement shall provide such means of communicating alarms of fire, accident or danger, to the police and fire departments respectively, as the fire commissioner or the police board may direct; and shall also provide such fire hose, fire extinguishers, buckets, axes, fire hooks, fire doors and other means of preventing and extinguishing fires as said commissioner may direct."

Fire prevention in New York is largely a matter of legislation, of giving the Fire Department or some bureau under its control sufficient power to compel observance of the law. That is one side of the matter. The other is to enact such laws as would bring about radical changes in the condition of all buildings in which people congregate, the dense hives where the workers have to go to earn their living—more escapes, better stairways, fewer stories, fire drills, some chance to get out of the trap. If we had these things I would not dread the repetition at any moment of the recent holocaust that made the most seasoned of us sick with horror. As it is, when an alarm comes in from any of the workshop districts, I feel that it may be announcing another hell like that.

With the Players.

(Continued from page 323.)

regular running order. The principals in "Bow Sing" were Dorothy Jardon, Josephine Jacoby, Arthur Cunningham, Leonard Kirtley and Frederick Gunther. The story of the operetta is based on the Chinese custom, still in vogue in certain portions of the East, by which Mongolian maidens are sold into bondage by parents or guardians. After this number the program scintillates with vaudeville specialties and chorus numbers, many of which are written into a sort of farce comedy called "La Belle Paree." The Winter Garden management has secured an unusually large number of very pretty girls, who wear fresh and up-to-date costumes. Kitty Gordon, exploiting the latest cry in harem skirts, contributed several songs, which won well-deserved applause. Among the Winter Garden players are Barney Barnard, Mlle. Dazie, Tempest and Sunshine, Yvette, Tortajada, Stella Mayhew, Al Johnson and Mizzi Hajas.

NEW PLAYHOUSES FOR NEW YORK.

Although the season now closing has been a disastrous one from a financial viewpoint, it has in no way discouraged managers. To the already large number of forty-two playhouses in greater New York, two brand-new theaters have

been added during the last six weeks and two more are just about ready. On April 17th an attractive little theater, built by William A. Brady, will open with Grace George in her new play, "Sauce for the Goose." In a few more weeks "The Follies Bergere," under the management of Henry B. Harris, with a program calculated to rival that of the Winter Garden, will be ready for summer theater-goers.

PLAYS ONE CAN TAKE HIS WIFE OR DAUGHTER TO.

EDITOR'S NOTE: During the course of the dramatic season, Miss Harriet Quimby, LESLIE'S dramatic editor, receives many letters from subscribers and others asking her to name the decent plays to which a man may take the feminine members of his family. As most of the productions go on tour after leaving New York, we believe that a list of wholesome plays will be found valuable to the public.

As a Man Thinks
The Deep Purple
The Hen-Pecks
The Blue Bird
The Piper

William Gillette
Chantecler
I'll Be Hanged if I Do
The Pink Lady
Everywoman
The Gamblers
The Balkan Princess
The Boss
Pomander Walk
The Concert
Rebecca of Sunnybrook Farm
Get-Rich-Quick Wallingford
Mrs. Bumstead-Leigh
The Spring Maid
Excuse Me
Thais
Variety
Marching Through Georgia
The International Cup
Ballet of Niagara

39th St. Theater
Lyric
Broadway
New Theater

Empire
Knickerbocker
Collier's
New Amsterdam
Herald Square
Maxine Elliott's
Casino
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Wallack's
Belasco
Republic
Cohan's
Lyceum
Liberty
Gaiety
Criterion
Winter Garden
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We will send descriptive literature showing how Grenville Kleiser's Mail Course not only will teach you how to speak without notes at dinners and meetings, but how it will increase your self-confidence and give you a good memory, build up and augment your personal power and influence, and improve your use of the English language. How it will teach you to argue effectively and winningly—present a proposition logically and forcefully; how it will teach you to hold attention—to think on your feet. This Course will bring out the best that is in you, by making you a positive, clear-cut, convincing thinker and speaker.

Remember, this Course does not cost from \$40.00 to \$100.00 and upward, the tuition fees usually asked for correspondence instruction. Far short of it. The Kleiser Course costs very little for the value received, and if you should enroll, within the next thirty days, the price to you will be only about one-fifth of what you would pay Mr. Kleiser for studio instruction—and the terms of payment are very easy.

By all means sign and mail the Inquiry Form so that you may learn all about this Course at once.

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Sometimes you see a prosperous looking passenger inquire the time, and you wonder why he does not take out his own watch to compare with the conductor's.

It is not that he has no watch—but because he is ashamed of the time he is carrying. He has no confidence that it is anywhere near correct and he tries to save his dignity by not making a comparison.

What do you think of the type of man who will carry a

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It is quite different with the HOWARD owner. He is ready to match time with all comers.

The HOWARD is the closest rating watch in the world—and worth all it costs to any man of accurate habit and orderly mind.

A HOWARD Watch is always worth what you pay for it. The price of each watch—from the 17-jewel (double roller) in a Boss or Crescent gold-filled case at \$40 to the 23-jewel in a 14-k solid gold case at \$150—is fixed at the factory and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. U, and we will send you "The Story of Edward Howard and the First American Watch"—an inspiring chapter of history that every man and boy should read.

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Photogravure in sepia, 15 x 18,
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Dr. Ernest Ott, Marienbad: "I have been using Sanatogen for a number of years with excellent results. These results have been notably good in the case of elderly people when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."



The Czar of Russia's Private Physician

Dr. Forchman: "My daughter, who was very nervous and anemic, has been greatly benefited by the prolonged use of Sanatogen. Her appetite improved, her weight increased, and the color of her skin became healthier."



The King of Italy's Physician

Dr. G. Quirico: "I have used Sanatogen with marked benefit in the case of weakly children and in convalescence after long illness. I consider Sanatogen a most excellent tonic food."



Emperor of Austria's Private Physician

Surgeon-General Dr. Kerd of Vienna: "I have been using Sanatogen with splendid results and recommend it continually and everywhere because I am thoroughly convinced that it is an excellent food-tonic."



Emperor Frederick's Physician

Professor Tobold, M.D.: "My experience points to the fact that patients suffering from nervous exhaustion and who present the troublesome symptoms of neurasthenia, by using Sanatogen, in a comparatively short time regain strength and vitality."



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Then this page is written for you; it is your duty to heed a message so vitally important.

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Read the letters reprinted on this page. They are from men whose fame and authority as physicians are world-wide.

You may not be able to consult them personally, but here is their answer to your question: How can I revitalize my overwrought nervous system? The answer is: Sanatogen.

*Fifteen thousand physicians the world over have written in a similar strain, everyone of them endorsing the remarkable value of Sanatogen, as a rebuilder of weak nerves and run-down bodies. Their attitude toward Sanatogen is summed up by Surgeon-General Professor Tillmanns when he writes: "I am and shall always remain a great admirer of Sanatogen."

They cannot help admiring Sanatogen for every day they see evidence of its splendid power to infuse strength and resistive force into a nervous system weakened by overwork, worry or disease, of its remarkable capacity to regenerate digestion and assimilation.

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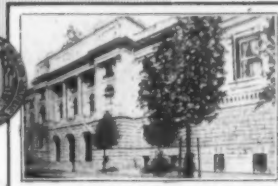
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